

5-14-1987

Meeting Notes 1987-05-14

Joint Policy Advisory Committee on Transportation

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METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Date: May 14, 1987
Day: Thursday
Time: 7:30 a.m.
Place: Metro, Conference Room 330

- *1. MEETING REPORT OF APRIL 9, 1987 - APPROVAL REQUESTED.
- *2. AUTHORIZING FEDERAL FUNDS FOR FIVE 16(b)(2) SPECIAL TRANSPORTATION PROJECTS - APPROVAL REQUESTED - Richard Brandman.
- *3. I-205 POLICY ADVISORY COMMITTEE LRT RECOMMENDATION - CONCURRENCE REQUESTED - Richard Brandman.
- *4. ALLOCATING INTERSTATE TRANSFER AND FAU FUNDS - APPROVAL REQUESTED - Andy Cotugno.
- *5. ADOPTING THE SOUTHWEST CORRIDOR STUDY CONCLUSIONS AND RECOMMENDATIONS - APPROVAL REQUESTED - Andy Cotugno.

*Material enclosed.

NEXT JPACT MEETING: JUNE 11, 1987 - 7:30 A.M.

NOTE: Overflow parking is available at the City Center parking locations on the attached map, and may be validated at the meeting.

MEETING REPORT

DATE OF MEETING: April 9, 1987

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Richard Waker; Bonnie Hays; Vern Veysey; Ed Ferguson; George Van Bergen; Lloyd Anderson; Fred Hansen; Earl Blumenauer; Linore Allison; Gretchen Kafoury (alt.); Robert Schumacher; Marjorie Schmunk; Eldon Edwards (alt.); and Bob Bothman

Rena Cusma, Executive Officer

Guests: Bebe Rucker, Port of Portland; Ted Spence and Rick Kuehn, ODOT; Susie Lahsene, Multnomah County; Lee La Fontaine, Public Transit Division of ODOT; Peter Fry, Central Eastside Industrial Council; Geraldine Ball, I-5 Corridor Transportation Committee; Steve Dotterer, City of Portland; Frank Angelo and Bruce Warner, Washington County; Richard Feeney, Cynthia Weston and Bob Post, Tri-Met; Gary Spanovich and Ed Lindquist, Clackamas County; and Ray Polani, Citizens for Better Transit

Staff: Andrew Cotugno, Richard Brandman, Cathy Thomas, John Cullerton, Bill Pettis, Karen Thackston, Leigh Zimmerman and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Chairman Waker introduced and welcomed Marge Schmunk to her first meeting of JPACT representing the cities in Multnomah County.

MEETING REPORT OF MARCH 12, 1987

The Meeting Report of the March 12 JPACT meeting was approved as written.

AMENDING THE TIP TO INCLUDE A SECTION 6 TRI-MET DEMONSTRATION PROJECT

Richard Brandman reported that UMTA has urged that Tri-Met be more aggressive in seeking private-sector transportation providers. This project is responsive to UMTA's request and would provide funding for one year to two private transit operators for late-night owl service and for service to southwest Portland. At a later date, the transit district will evaluate each route to determine whether private-sector

service is more cost-effective. It was noted that no Tri-Met funds are involved.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-752 amending the TIP to include a Section 6 Tri-Met demonstration project. Motion CARRIED unanimously.

APPROVING THE FY 1988 UNIFIED WORK PROGRAM

Andy Cotugno noted that the FY 88 Unified Work Program had previously been reviewed and asked for additional comments.

Action Taken: It was moved and seconded to recommend Resolution No. 87-754 approving the FY 1988 Unified Work Program.

During discussion, Commissioner Kafoury made reference to the RTP Update and Refinement relating to the update of the transportation system requirements in East Multnomah County. She did not feel it indicated the importance of the I-84/U.S. 26 project. Andy Cotugno stated that it is not a minor level of effort and that he expected Metro support to continue until its conclusion.

Bob Bothman indicated his support for adopting the work program but commented on the possibility of some kind of transportation initiative that might be introduced into the work program at a future date.

In calling for the question, the motion CARRIED unanimously.

CERTIFICATION OF PORTLAND METROPOLITAN AREA TRANSPORTATION PLANNING REQUIREMENTS

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-755 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. Motion CARRIED unanimously.

AMENDING THE SECTION 3 "LETTER-OF-INTENT" PROGRAM AND AUTHORIZING THE ADDITION OF TWO NEW PROJECTS

This resolution would amend the Section 3 Letter-of-Intent Program in the Transportation Improvement Program to: 1) authorize funding for a transit station at Portland International Airport and Lake Oswego; and 2) extend the program to 1992.

Andy Cotugno then reviewed the status of the program as outlined in the Staff Report.

One of the concerns noted by George Van Bergen is the general match situation in support of transit projects faced by the small cities and the need to address that issue.

Commissioner Hays questioned whether the \$2.3 million set aside for TSM improvements in Washington County was initially a part of the Westside e(4) Reserve, and reminded the Committee of Washington County's former exchange of funds.

This program has been re-evaluated to ensure that projects previously authorized can be fully committed and, if not, to define some alternate projects as back-up. A discussion followed on the priorities of the projects and how to ensure that the funds are not lost due to lack of match. Also questioned was the status of Tri-Met's Section 9 funds and whether they are sufficient to fund the routine capital needs.

Andy suggested that additional projects should be identified to allow for recognition of a reserve set of projects that have a firm match commitment. There was consensus that projects should be monitored more closely to ensure the Section 3 funds are not lost and to gain a reaffirmation on whether funding commitments will materialize. The possibility of setting a cutoff date to establish certainty on match commitments was discussed further.

A discussion followed on the need for a contingency fund that would assist small cities with match difficulties, the question of whether or not an extension of the Section 3 Letter-of-Intent Program should be sought, the need for jurisdictions to establish their real regional priorities and the possibilities of providing match for those projects, and the need to identify what the other options are.

Fred Hansen questioned the value in not seeking an extension of the Section 3 Program in that it might be more beneficial in getting the money allocated now and that, once a target date is established, you manage to work within those limitations. Bob Post indicated that funds cannot be tied up with the Federal Government unless local match is identified. Mr. Hansen felt that a reasonable timeframe should be placed on the program.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 87-753 amending the Section 3 Letter-of-Intent Program and authorizing the addition of two new projects in the Transportation Improvement Program. In addition, the Committee agreed that the following information be provided by the jurisdictions:

- . An assessment of the likelihood of securing local match commitments on the remainder of the program;
- . An assessment of which of the remaining projects are of highest regional priority; and

- . A list of candidate replacement projects for which a match commitment can be secured in the event a reallocation of a portion of these funds is necessary.

Motion CARRIED unanimously.

STATUS REPORT ON LRT CORRIDORS

Richard Brandman provided highlights of his summary findings on the Milwaukie, Bi-State, I-205 and Sunset light-rail corridor studies. He informed the Committee that the studies have been ongoing for three years, cited the fact that there are methodology and population/employment changes, and that the data will be updated in the next three months.

It was noted that light rail is generally more costly to construct than expanding bus service. However, on a life cycle basis, the longer life of the equipment and the operating cost savings of the rail tend to offset the higher "up-front" costs. The objectives of the study are to determine which corridors should be pursued at this time, what the combined effect of a regional LRT system is, what ridership is projected in each corridor as well as for the entire system, and what the priorities for implementation are. Mr. Brandman indicated that the Barbur Boulevard corridor would be studied as well.

Chairman Waker thanked Mr. Brandman for his presentation.

STATUS REPORT ON TRANSPORTATION-RELATED LEGISLATION

Dick Feeney, Executive Director of Public Affairs and Marketing at Tri-Met, provided an overview of the many transit bills pending at the State Legislature. In particular, he encouraged support of Senate Bill 773 that would allow the mass transit district to levy a payroll tax on employees/employers in the tri-county area. Mr. Feeney explained that Senate Bill 773 would provide for the broadening of the tax base for mass transit and its passage has become Tri-Met's highest priority. Senators Cease and Monroe are sponsors of the bill. It was noted that JPACT encouraged Tri-Met to seek an additional tax base last year.

Ray Polani, representing the Citizens for Better Transit, reported that SJR 19 proposes amending the Oregon Constitution to allow use of certain highway fund monies for ground transportation facilities, and encouraged monitoring of that bill.

Bob Bothman stated that the Price-Waterhouse Study indicated that there will be a shortfall in the Six-Year Highway Improvement Program of \$4 billion for meeting minimum requirements. He reviewed the package being considered that included a gas tax, weight-mile tax and registration fee to meet 15 percent of the unmet needs. He noted that it is down to a 2¢ gas tax increase for each of the next three years,

an equivalent weight-mile tax and a doubling of the registration fee.

Mr. Bothman briefed the Committee on a state priority proposal to establish four or five major corridors (proposed by the Governor) for principal primary facilities. Initially, the proposal was for a 50/50 split but is now proposed at a 50/30/20 split on the first 2 cents and 68/20/12 on the next 4 cents and registration fees. Under this proposal, he raised concerns for the local governments who will only receive \$450 million. One-third of the package (\$750 million) over the next 10 years is targeted to the Interstate system; \$500 million for the priority corridors with \$130 million for the Six-Year Program; and \$250 million is built into the program to enhance the Six-Year Program. Mr. Bothman emphasized the seriousness of the problem with an anticipated 4 percent inflation rate. He indicated support from the AOI, Farm Bureau, the truckers, the counties and AGC. AAA has noted reservations because of its scale, and the cities are drafting their own proposal and trying to revive the Urban Arterial Program.

TRIBUTE TO COMMISSIONER SCHUMACHER

This being Commissioner Schumacher's last JPACT meeting, Chairman Waker commented on his longstanding and significant efforts on behalf of the region and wished him well in his new position with the State of Oregon. A caricature of the commissioner was presented depicting the path to Salem where he will assume the position of Administrator of the Intergovernmental Relations Division.

Commissioner Schumacher announced that Ed Lindquist would serve as the next representative from Clackamas County on JPACT.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
 Dick Engstrom
 JPACT Members

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR FIVE
16(b)(2) SPECIAL TRANSPORTATION PROJECTS AND
AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM

Date: May 5, 1987

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Recommend Council adoption of the attached Resolution which authorizes Federal 16(b)(2) funds to five private, nonprofit social service agencies. These funds will be used for the purchase of passenger vehicles and related equipment to provide special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. This Transportation Improvement Program (TIP) addition will allow the agency to apply for 16(b)(2) funding from ODOT. ODOT will award funds following consideration of applications from throughout the state.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. _____.

Background

Section 16(b)(2) authorizes the Urban Mass Transportation Administration (UMTA) to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. Capital investments include purchase of conventional and paratransit vehicles and other equipment associated with providing local and regional (non-intercity) transportation services to the elderly and handicapped. Apportioned 16(b)(2) funds are not available for operating expenses. Transportation Improvement Programs and their Annual Elements must be amended to include new 16(b)(2) projects.

Section 16(b)(2) funding is only available to private, nonprofit organizations and, in the Metro region, only for use to serve specific client groups that cannot be served effectively by Tri-Met. Tri-Met has reviewed the five applications for 16(b)(2) funds and supports them all on the basis that Tri-Met is unable to perform more efficiently the function these vehicles would provide. Tri-Met has conditioned their support on the applicant's agreement to coordinate with the tri-county LIFT program in cases where that would provide more efficient service. (See attached letter of support from Tri-Met.)

The five local providers submitting applications are:

	<u>Name/Area</u>	<u>Equipment</u>	<u>Federal/ Applicant</u>
a.	Albertina Kerr Center for Children	2 10-16 passenger vans Miscellaneous items	\$35,952/ 8,988
b.	Friendly House	Miscellaneous items	\$2,613/ 653
c.	Ikoi-No-Kai	1 10-16 passenger van Miscellaneous items	\$14,700/ 3,675
d.	Loaves & Fishes	2 17-30 passenger buses 2 Wheelchair lifts	\$64,680/ 16,170
e.	Waverly Children's Home	1 7 passenger van 1 10-16 passenger van Miscellaneous items	\$34,020/ 8,505

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution
No. _____.

RB/sm
7376C/496-2
05/05/87

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

1 RECEIVED APR 20 1987

April 17, 1987

Andy Cotugno
METRO
2000 SW 1st
Portland, OR 97201

Dear Mr. Cotugno:

Tri-Met has reviewed public notices for the 1987 16(b)(2) program and, for the programs listed below, determined that Tri-Met is unable to perform the functions the equipment or vehicle(s) would provide. Based upon the need and their agreement to coordinate with the LIFT program, Tri-Met supports their applications for funding.

Albertina Kerr Centers for Children
Waverly Children's Home
Loaves and Fishes Centers, Inc.
Friendly House, Inc.
Ikoi No Kai

Sincerely,

Park Woodworth, Director
Paratransit Services

rm

c: Richard Brandman
Applicants

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO.
FEDERAL FUNDS FOR FIVE 16(b)(2))	
SPECIAL TRANSPORTATION PROJECTS	)	Introduced by the Joint
AND AMENDING THE TRANSPORTATION	)	Policy Advisory Committee
IMPROVEMENT PROGRAM (TIP)	)	on Transportation

WHEREAS, Section 16(b)(2) of the Urban Mass Transportation Act authorizes the Urban Mass Transportation Administration to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons; and

WHEREAS, 16(b)(2) funding will be made available only to nonprofit organizations serving specific client groups which cannot better be served by regular Tri-Met service to the elderly and handicapped community; and

WHEREAS, Tri-Met has determined that all the applicants listed below can serve their client-group more efficiently than could Tri-Met; and

WHEREAS, To comply with federal requirements the TIP must be amended to include projects recommended for UMTA 16(b)(2) funds; and

WHEREAS, The projects described below were reviewed and found consistent with federal requirements and regional policies and objectives; now, therefore,

BE IT RESOLVED,

1. That Federal 16(b)(2) funds be authorized for the purchase of special transportation vehicles for the following:

<u>Applicant</u>	<u>Federal/Applicant</u>
a. Albertina Kerr Center for Children	\$35,952/\$8,988
b. Friendly House	\$2,613/\$653
c. Ikoi-No-Kai	\$14,700/\$3,675
d. Loaves and Fishes	\$64,680/\$16,170
e. Waverly Children's Home	\$34,020/\$8,505

2. That the TIP and its Annual Element be amended to reflect this authorization.

3. That the Metro Council finds the project to be in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1987.

Richard Waker, Presiding Officer

RB/gl
7376C/496-1
04/17/87



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: May 5, 1987

To: JPACT

From: Richard Brandman, Senior Analyst

Regarding: I-205 LRT Study

Attached is the Summary Report of the I-205 Light-Rail Study. This report summarizes the technical analyses performed for ridership, cost, and development impacts of the three alternatives analyzed in the corridor. The report also includes a recommendation from the I-205 Technical Advisory Committee that light rail in the corridor be advanced to the next stage of project development to ascertain additional information regarding light-rail feasibility.

The I-205 Policy Advisory Committee met on April 22, 1987 to review the findings and recommendations of the I-205 TAC. The Policy Advisory Committee discussed the findings at length and requested that some sections of the report be clarified. They also discussed the relationship between light rail in the I-205 corridor versus other corridors in the regional light-rail study and funding issues related to the project. Specific attention was paid to the \$17 million of federal funds which are available for construction of a busway or light rail in the corridor (pending withdrawal of the busway) and the deadline of September 1989 to begin preliminary engineering for a project or lose the use of those funds.

At the conclusion of the meeting, the I-205 Policy Advisory Committee adopted the recommendation of the Technical Advisory Committee. Specifically, the PAC recommended that Metro seek the concurrence of JPACT to begin the next stage of project development. This would involve:

- 1) Determining the procedure for starting the process to withdraw the busway and substituting it with light rail;
- 2) Clarifying what is needed to advance the project to preliminary engineering; i.e., a new DEIS, a supplemental DEIS, an FEIS, and whether the project will be managed through FHWA or UMTA; and
- 3) Determining potential local and federal funding options and how they affect the viability of the project.

JPACT
May 5, 1987
Page 2

Under this process, Metro staff would return to JPACT as soon as possible with specific costs to advance to the next step, a proposed funding arrangement to cover those costs, a recommendation regarding whether or not to seek UMTA discretionary funds, and a resolution regarding whether or not to actually begin the busway withdrawal process.

The I-205 Policy Advisory Committee also requested that there be a special meeting of JPACT devoted to a thorough comparison of all LRT corridors to determine priorities for staging. This meeting would take place in several months when comparable data is available for all the corridors.

Lastly, the I-205 PAC wished to make it clear that the actions they are recommending are not intended to say that light rail in the I-205 corridor is a more important priority than light rail in other travel corridors in the region. However, the PAC did feel that it is necessary to undertake the recommended actions at this time because of the unique funding situation which exists in the corridor.

TPAC reviewed and concurred with the Policy Advisory Committee recommendation at its meeting on May 1.

RB:lmk

Attachment

- F I N A L -

I-205 LIGHT RAIL STUDY

SUMMARY REPORT

MARCH 1987

METROPOLITAN SERVICE DISTRICT

2000 S.W. First Avenue

Portland, Oregon 97201-5398

TRI-MET

4017 S.E. 17th Avenue

Portland, Oregon 97202

Staff Principally Responsible for the Report

Metropolitan Service District

Andrew Cotugno, Transportation Director
Richard Brandman, Project Manager and Principal Author
John Cullerton, Transportation Planner

Tri-Met

Alonzo Wertz, Project Development Manager
Jim Howell, Project Development Architect

Report Production

Lois Kaplan, Secretary
Gloria Logan, Word Processing
Shannon Mallory, Word Processing
John Willworth, Offset Printing

Metro and Tri-Met wish to thank the members of the I-205 Technical Advisory Committee and the I-205 Policy Advisory Committee for their effort and guidance in this project.

Policy Advisory Committee

Earl Blumenauer
Lloyd Anderson
Bob Bothman
Bob Post
Pauline Anderson
Dale Harlan

City of Portland
Port of Portland
ODOT
Tri-Met
Multnomah County
Clackamas County

Technical Advisory Committee

Steve Dotterer
Steve Iwata
Bebe Rucker
Ted Spence
Tom Schwab
Susie Lahsene
Gary Spanovich
Ken Dauble

City of Portland
City of Portland
Port of Portland
ODOT
ODOT
Multnomah County
Clackamas County
Clackamas County

CONCLUSIONS OF I-205 LIGHT RAIL STUDY

I. Background

The I-205 corridor transit analysis is part of the Regional Light Rail System Study which is analyzing the potential for implementing light rail transit in major travel corridors throughout the region. Corridors which have been analyzed to date include the Bi-State Corridor to Vancouver and the Milwaukie Corridor. The Barbur Boulevard/I-5 South corridor is the remaining corridor to be analyzed. In addition to the work that has been performed as part of this study, a Draft Environmental Impact Statement has been performed in the Sunset Corridor, with light rail being recommended as the preferred alternative.

The I-205 corridor analysis examined three basic alternatives to serve the year 2005 transit demand in the I-205 corridor from Portland International Airport to the Clackamas Town Center. The alternatives are:

- Expanded Bus Service, with buses operating in mixed traffic on Airport Way and on the I-205 freeway, with buses generally using the existing freeway ramp system.
- Busway, with buses operating in mixed traffic between the airport terminal and the Airport Way/I-205 interchange and in a separated busway along I-205 between Airport Way and the Clackamas Town Center.
- Light Rail Transit, with light rail operating in exclusive right-of-way between the airport terminal and the Clackamas Town Center.

In addition to the three basic alternatives, Metro also evaluated the potential impact on light rail ridership with higher employment levels in the vicinity of the airport and the Clackamas Town Center than are assumed in the Regional Transportation Plan. This "high density" scenario represents a significant increase in employment levels with approximately 50,000 employees added to the analysis zones surrounding the Town Center and the Airport.

Major findings of the study for the year 2005 are as follows:

II. Travel

- Light rail is significantly faster than the other transit alternatives. A trip from the airport to the Town Center would take 22 minutes with the LRT alternative, 28 minutes with the Busway alternative and 39 minutes with the Expanded Bus Service alternative.

- Light rail has the highest projected transit ridership of all alternatives considered in the I-205 corridor. The LRT alternative serves 19,350 daily transit riders in the I-205 corridor (approximately 8,250 to the north of Gateway and 11,100 to the south); the Busway serves 10,900 I-205 riders; and the Expanded Bus Service alternative serves 8,000 I-205 transit trips. However, much of the increase in LRT ridership, as compared to the bus alternatives, does not result from new transit trips, but rather from CBD-oriented transit trips which would be diverted off east-west arterial bus routes if I-205 LRT were constructed.
- On a systemwide basis, light rail would create approximately 3,600 new daily transit trips as compared to the Expanded Bus Service alternative. This represents an increase in eastside transit ridership of approximately 1.8 percent.
- Light rail in the I-205 corridor maximizes ridership on the Banfield LRT. With the LRT alternative, transit riders are able to utilize the Banfield LRT for through-routed (i.e., no transfer) trips to points along the I-205 corridor. As a result, daily Banfield ridership west of Gateway, with light rail along I-205, is 19 percent higher than with the Busway alternative and 30 percent higher than with the Expanded Bus Service system.
- Daily transit ridership to and from the airport is 5,650 in the LRT alternative and 1,100 in both the Expanded Bus Service and Busway alternatives. The LRT alternative assumes the discontinuation of downtown "airporter" service while the Busway and Expanded Bus Service alternatives assume the continued operation of the downtown airporter serving approximately 2,000 daily riders.
- The "high density" alternative would increase daily ridership on the light rail slightly to 21,900 daily riders.
- The I-205 corridor is not a strong peak-hour transit corridor. The highest peak load point transit volume is 1,250 which is attained with the light rail alternative. This compares with peak load point volumes of 2,500 to 2,800 in the Bi-State and Milwaukie corridors.
- There is little difference in peak-hour traffic volumes on I-205 associated with the transit alternatives. This is caused primarily because the difference in transit ridership among the alternatives during the peak-hour is relatively small (580 trips) and is spread over a large area.

III. Capital Costs

The relationship of construction costs among the alternatives in the I-205 corridor is similar to those found in other corridors. LRT is significantly more expensive to build. However, because the I-205 freeway was constructed with a provision for a busway, the construction costs for either the busway or light rail are less on a cost per mile basis than in other corridors. (Appendix 1 compares the construction costs of the LRT corridors analyzed to date.)

Table 1 compares the costs of the alternatives:

TABLE 1

INITIAL TRUNKLINE CAPITAL COST
(1985 Dollars)

<u>Alternative</u>	<u>Right-of-Way</u>	<u>(\$ millions) Construction</u>	<u>Vehicles</u>	<u>Total</u>
LRT	\$0.88	\$76.41 ^a	\$11.0	\$88.29
Busway	1.60	27.85	2.0	31.45
Expanded Bus Service	0.00	2.28	1.4	3.68

^a Construction costs are \$33.04 million north of Gateway and \$43.37 million south of Gateway.

IV. Operating Costs

Operating costs of the alternatives were calculated by Tri-Met prior to service commencing on the Banfield LRT. Costs assumed for LRT operations were based on the best estimates available at the time for how much it would cost to operate the Banfield and what the incremental cost would be for adding LRT in the I-205 corridor. Operations assumed some through routing of trains from the airport to downtown and from the Clackamas Town Center to downtown, as well as some trains running directly from downtown Portland to Gresham, requiring a transfer to the I-205 light rail.

Because of relatively low peak-hour ridership, LRT can operate at 15-minute intervals during the peak period as well as during the mid-day. Because of their lower capacity, buses would need to run at 6-minute intervals during the peak period to carry the projected patronage and would run at 15-minute intervals the rest of the day.

Table 2 summarizes the cost to operate transit service in the I-205 corridor and the Banfield corridor in the year 2005 under the different alternatives. The table shows that with the previous assumptions, light rail would cost approximately \$920,000 more to operate per year than a busway improvement.

TABLE 2
YEAR 2005
I-205 CORRIDOR OPERATING COSTS
(1985 Dollars)

<u>Alternative</u>	<u>I-205 Corridor</u>	<u>Banfield LRT</u>	<u>Total</u>
I-205 LRT	\$2,900,000	\$11,434,000	\$14,334,000
I-205 Busway	\$2,160,000	\$11,434,000	\$13,594,000
I-205 Expanded Bus Service	\$1,979,000	\$10,994,000	\$12,973,000

Tri-Met also calculated what the cost to operate light rail in the I-205 corridor would be if trains ran at 20-minute headways instead of at 15-minute headways during the peak hour. Under this assumption, which is less frequent than current policy headways call for, light rail would cost approximately \$2.2 million per year.

Finally, one other factor which should be understood is that the light rail operating costs in this study were estimated prior to the opening of the Banfield LRT. When Tri-Met has completed analyzing the actual Banfield LRT operating costs later this spring, they will revise the projected operating costs for light rail in the I-205 corridor and the other LRT corridors studied to date. LRT operating costs in the I-205 corridor will likely be somewhat lower than those shown here.

V. Development Impacts

The Port of Portland and Clackamas County assessed the economic and other benefits that could be attributed to light rail in the vicinity of Portland International Airport and the Clackamas Town Center, respectively. Following are their major conclusions:

To Portland International Airport

- Significantly improves access to Portland International Airport, the major air terminal serving Oregon and southern Washington, with 5 million existing annual passengers and 11 million forecast for 2005.

- Lessens future congestion problems near the terminal building through provision of a reliable high-occupancy mode for air passengers.
- Accommodates efficiently sudden passenger growth resulting from new airline services and air-fare changes.
- Decreases cost to passenger for airport access.
- Increases passenger and employee choice of modes to access airport.
- Reduces passengers' time to access airport, particularly during airport peak hours and during high-travel seasons.
- Allows higher intensity of development than could be accommodated without rail transit -- 16,200 employment on Port development property at three station areas, with additional employment east of I-205.
- Enables higher assessed values and more tax revenue -- \$600 million in value and \$16 million annually in tax revenue on Port development property.
- Attracts office and hotel development and enhances the development potential.
- Concentrates development, enabling more efficient use of public facilities.
- Makes use of off-peak transit capacity effecting a higher utilization of Banfield Light Rail line.
- Reduces traffic congestion in the vicinity of the I-205/Airport Way interchange and on Airport Way and 82nd Avenue.
- Provides a direct rail link between the airport and hotel areas at downtown and Lloyd Center.
- Provides a direct rail link between the airport and the Convention Center.
- Enhances region's image to visitors.
- Provides infrastructure support to Oregon's third largest industry -- tourism.
- Utilizes the elements of the I-205 transitway already in place.
- Provides short-term construction employment.

To Clackamas Town Center/Sunrise Center Area

A new activity center is emerging in the area around the Clackamas Town Center. This new center, the Sunrise Center, is the fastest growing area in Clackamas County. The Sunrise Center has a full complement of land use development -- residential, commercial, industrial, etc. An I-205 light rail line would support this new center and tie it to the rest of the region. Specifically, light rail:

- Significantly improves access to the Sunrise Center, the Portland eastside suburban business center, projected to contain 18,000 employees and 18,000 residents by 2005.
- Provides improved access to the region by area residents -- especially improved access for work commuters to downtown Portland, the Lloyd Center, and other points on the light rail transit network.
- Provides a choice of transportation modes to a variety of uses -- high density residential, retail, office, medical, industrial.
- Shifts land development into the Clackamas County station areas, and fosters intense development in the areas influenced by the transit stations.
- Concentrates high density housing opportunities. 1,300 units are possible in one station area alone.
- Attracts office and hotel development and enhances the development potential.
- Increases retail sales, hotel patronage and other business patronage.
- Provides higher assessed values (due to greater, faster and more intense development) in the station areas. In three of the four station areas, assessed values are expected to increase by at least 100 percent.
- Creates better utilization of public facility investments.
- Utilizes the elements of the I-205 transitway already in place.
- Makes use of off-peak transit capacity effecting a higher utilization of Banfield LRT.
- Reduces traffic congestion in the vicinity of the I-205/Sunnyside Road interchange.
- Creates short-term construction employment.

- Concentrates long-term employment. Approximately 6,570 jobs are possible in two station areas alone.
- Increases retail sales, hotel patronage and other business patronage.
- Creates a lively and exciting image.

VI. Conclusions

The I-205 corridor is somewhat different than the other LRT corridors studied to date in that it is not a radial corridor to downtown Portland, but rather a circumferential corridor that would feed an existing light rail line. The corridor can also be divided into two logical components (north to the airport or south to the Clackamas Town Center) with each being independent of the other.

With respect to travel characteristics, light rail does provide the fastest, most reliable transit service among the alternatives and would attract the highest patronage in both the corridor and on a systemwide basis. Light rail in the I-205 corridor would also focus eastside transit ridership off buses and onto rail with the result being 30 percent higher ridership on the Banfield light rail in the year 2005 than is already forecast. However, because of a variety of factors, this increase in transit will have little impact on peak-hour traffic volumes on either I-205 or the Banfield freeway.

Light rail in the I-205 corridor would cost more to construct than either the busway or the improved bus service alternatives. This is to be expected from a major capital-intensive construction project and has been the case in other LRT corridors previously analyzed. However, light rail would also cost as much or more to operate than buses in the corridor because of the relatively low peak-hour ridership. Offsetting this, though, is that if a premium fare were charged for a trip to the airport, as is done in other cities, light rail would require a considerably smaller operating subsidy than the bus alternatives, and might even pay for itself.

Finally, light rail would have a far greater positive impact on development in the vicinity of the Portland International Airport and the Clackamas Town Center than would either of the bus alternatives. Light rail to the airport would significantly improve airport access, lessen congestion near the terminal, hasten higher density development and provide a direct link to the Convention Center and hotels in the downtown and Lloyd Center areas.

Light rail to the Clackamas Town Center would foster and serve the higher density development which is occurring in its vicinity, would foster retail sales and other business patron-

age at the Town Center and significantly improve access to downtown Portland for Clackamas County commuters.

VII. Further Activities

There are a number of factors which must be considered when determining the next steps to take with regard to transit improvements in the I-205 corridor. First, the I-205 Policy Advisory Committee must weigh the results of the technical analysis presented to them regarding the travel impacts, costs and economic benefits attributable to each of the transit alternatives in the corridor. A judgment must then be made regarding which alternative to pursue.

It is also important to consider the special funding situation which exists in the I-205 corridor. There is currently approximately \$17 million of Interstate Highway money allocated to construction of a busway in the I-205 corridor. Recent passage of the 1988 Surface Transportation Act has allowed this money to be available for construction of light rail only in the I-205 corridor (i.e., nowhere else in the region). A further requirement to ensure that this money is not lost is that preliminary engineering for the project must start by September 1989. In addition to this federal money, the Oregon Legislature may pass a law which would make available state funds to provide the match on the preliminary engineering for light rail in the I-205, Sunset and Milwaukie corridors.

For these reasons, it is important for the I-205 Policy Advisory Committee to make a recommendation to JPACT on whether or not to proceed toward preliminary engineering for light rail in the I-205 corridor. Such a decision would not commit any resources to actual construction of the project, but would ensure that the dollars available would not be lost.

After careful review of the ridership, cost, and economic development analyses, the I-205 Technical Advisory Committee finds that light rail is worthy of further consideration in the corridor and should be retained for comparison to other light rail corridors. Furthermore, the Technical Advisory Committee recommends that the study be advanced to the next stage of project development to ascertain additional information regarding light rail feasibility. This stage would examine environmental impacts outside the scope of the area covered in the I-205 Final Environmental Impact Statement and would further evaluate engineering issues, operating characteristics of the line, farebox recovery rates, operating subsidy required, and other pertinent issues.

RB/gl
7180C/484-3

APPENDIX 1

LRT Cost Comparisons

(1985 \$ Millions)

	<u>ROW</u>	<u>Construction</u>	<u>Vehicles</u>	<u>Total</u>
McLoughlin	\$ 3.9	\$ 64.5	\$19.2	\$ 87.6
I-5 (Vancouver)	\$ 6.8	\$100.7	\$24.7	\$132.2
I-5 (Expo)	\$ 5.6	\$ 53.9	\$27.2	\$ 86.7
I-205	\$ 0.9	\$ 76.4	\$11.0	\$ 88.3
North	\$ 0.2	\$ 33.0	\$ 5.5	\$ 38.7
South	\$ 0.7	\$ 43.4	\$ 5.5	\$ 49.6
Sunset	\$13.9	\$170.7	\$50.6	\$235.2

7180C/484

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF ALLOCATING INTERSTATE TRANSFER
AND FEDERAL-AID URBAN FUNDS

Date: May 5, 1987

Presented by: Andrew Cotugno

PROPOSED ACTION

1. Allocate \$9,382,000 of Interstate Transfer funds toward eight priority projects.
2. Hold \$7,588,573 of Interstate Transfer funds to allow for a Banfield/I-505 Alternatives contingency; consider allocation to alternate projects in the event not needed at a later date.
3. Allocate an estimated \$1,899,000 of FY 87 Federal-Aid Urban funds to Clackamas, Multnomah and Washington counties.

This recommendation has been endorsed by the TIP Subcommittee and TPAC.

FACTUAL BACKGROUND AND ANALYSIS

A portion of the Interstate Transfer Regional Reserve of \$16,970,573 can be released in that the full amount is no longer needed as a contingency for the Banfield and I-505 Alternative projects. Based upon the discussion by JPACT at their January 8, 1987, meeting, it is recommended that the following priorities be taken into consideration:

- First priority should continue to be to maintain a prudent contingency for the Banfield and I-505 Alternatives projects.
- Second priority should be to ensure that projects that are currently ready for construction are fully funded.
- Third priority should be to complete the priority projects that have already been initiated in the Interstate Transfer Program.
- Fourth priority should be for new projects.

The Portland region has an estimated FY 87 Federal-Aid Urban funding allocation of \$3.45 million of which \$1.55 million is committed under federal requirements to the City of Portland and the remaining \$1.9 million is available to the balance of the region (an

exact appropriation is not yet available). There has been no prior commitment on the use of these funds.

RECOMMENDATION

1. Allocate Interstate Transfer funds as follows:

I-505 Alternatives - estimated cost	\$1,085,000
increase and landscaping	
Banfield Landscaping - Highway portion	387,000
Sunset/217 Cost Overrun	500,000
Oregon City Bypass Cost Overrun	50,000
Marine Drive/Airport Way - Portland	3,200,000
Stark Street - Multnomah County	800,000
185th Avenue - Washington County	1,680,000
82nd Drive/RR - Clackamas County	1,680,000
TOTAL	<u>\$9,382,000</u>

These amounts are allocated to the above noted projects. In the event these funds are not needed, they would revert back to the Regional Reserve. With this allocation, the required level of funding would be fully provided for the following projects: I-505 Alternatives, Banfield, Sunset/217, Oregon City Bypass and 185th Avenue. Partial funding would be provided for the following projects with the remainder to be funded from other sources: 82nd Drive/RR overpass, Marine Drive and Stark Street.

2. Continue to hold the remaining \$7,588,573 for a Banfield/I-505 Alternatives contingency. This meets the first priority of maintaining a prudent reserve for these regional projects. In the event this funding is not needed, consideration will be given to funding alternate projects as follows:
 - a) for other highway projects; and/or
 - b) for transit capital projects to the extent these cannot be funded from the Section 3 Letter-of-Intent funding. Of particular concern is the \$4.66 million shortfall in meeting Tri-Met's routine capital needs.
3. Allocate an estimated \$1,899,000 of FAU funds available to the non-Portland portion of the region in thirds to projects in Clackamas, Washington and Multnomah counties as follows:

Multnomah County - Stark Street	\$ 350,000
Reserve	283,000
	<u>\$ 633,000</u>
Clackamas County - Boones Ferry	\$ 88,000
Reserve	545,000
	<u>\$ 633,000</u>

Washington County - "E" Street	\$ 180,000
Reserve	453,000
	<u>\$ 633,000</u>
TOTAL	\$1,899,000

Allocation of the above noted reserves is subject to further approval to specific projects of regional significance. This would result in the following effect on the "partially" funded projects noted above under the Interstate Transfer recommendation:

Stark Street - fully funded

Marine Drive - \$.8 million shortfall would be the responsibility of the City of Portland to fund through their FAU funding or would be sought through the subsequent Interstate Transfer allocation.

82nd Dr./RR - would be sufficient funding for the railroad overpass connection into the Clackamas industrial district but later FAU or Interstate Transfer funding would be sought for the 82nd Drive improvement for the connection to I-205.

In addition, the following projects would be fully funded: Boones Ferry Road, Cornell Road, E Street

ALTERNATIVES

This recommendation is predicated on the fact that the level of highway funding available to the region is quite scarce and that the funding should be used first to meet priority projects already committed in the Interstate Transfer Program. However, the funding is quite flexible and other alternatives are available:

1. The most fundamental policy choice is whether to allocate the Interstate Transfer reserve to an alternate transit purpose (after ensuring the Banfield and I-505 Alternatives projects are fully funded). Since routine transit capital funding is already dealt with under the recommended approach, the alternatives could be for one or more of the rail corridors under consideration. Considering the level of funding available, reasonable possibilities are as follows:
 - \$16.97 million of Interstate Transfer funding plus \$17.75 million of Interstate funding plus match would provide \$39 million toward the I-205 LRT which would fund all of the route to the airport - or - 80 percent of the route to the Clackamas Town Center.

- Approximately \$10 - \$12 million of the Interstate Transfer funding would allow extension of LRT on Morrison and Yamhill to 18th. This would provide an increment toward the Sunset LRT that is usable in the interim as part of the current MAX system.
 - Approximately \$3-5 million would provide funding for the acquisition of three railroad corridors that are threatened by abandonment and/or sale: the Jefferson branch to Lake Oswego, Portland Traction route to Milwaukie and Gresham and Burlington Northern route through Washington County. Such an alternative would be possible by committing future Federal-Aid Urban funds to the recommended highway projects. If this approach were taken, more of the Interstate Transfer Regional Reserve could be held to allow consideration of allocating the funds to a regional transit corridor. If at a later date, it is preferred that the funds not be committed to a transit corridor, allocation to highway projects could be considered at that time.
2. The allocation of \$1.899 million of FY 87 Federal-Aid Urban funds (available to the non-Portland portion of the metropolitan area) is based on the general approach of allocating one-third of the funds to each of the three counties. While specific projects using these funds must be approved through a TIP amendment, the selection of the projects would be by the counties. Alternately, projects could be selected on a regional basis.

RECOMMENDATION

TPAC recommends adoption as proposed in the attached resolution. Staff recommends adoption of the Interstate Transfer allocation and the project allocation of Federal-Aid Urban funds. However, staff does not recommend dividing the FAU funds in thirds with the resulting "reserve" being available to each county.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. _____.

BP/sm
7399C/496-3
05/05/87

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALLOCATING	)	RESOLUTION NO.
INTERSTATE TRANSFER AND FEDERAL-)	
AID URBAN FUNDS	)	Introduced by the Joint
	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, An Interstate Transfer Regional Reserve exists in the amount of \$16,970,573; and

WHEREAS, The Banfield Transitway and I-505 Alternatives projects are nearly complete and no longer need the full regional reserve as funding back-up; and

WHEREAS, Increased funding is needed for some projects which can be provided through the joint use of Interstate Transfer and Federal-Aid Urban funds (FAU); and

WHEREAS, A program to accommodate these project requirements appears in Attachment "A"; now, therefore,

BE IT RESOLVED,

1. That \$9,382,000 from the Interstate Transfer Regional Reserve be made available for use by projects and in amounts set forth in Attachment "A".

2. That the remaining \$7,588,573 of the Regional Reserve is held as a combined Banfield/I-505 contingency.

3. That, in the event this reserve contingency is not subsequently allocated for those purposes, consideration will be given to funding:

- Other highway projects; and/or
- Transit capital projects to the extent these cannot be funded from the Section 3 Letter-of-Intent funds.

4. That an estimated \$1,899,000 of FAU funds apportioned to the region for FY 1987 be allocated to jurisdictions, projects and reserves set forth in Attachment "A".

5. That the TIP and its Annual Element be amended to reflect these actions.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1987.

Richard Waker, Presiding Officer

BP/gl
7399C/496-2
04/23/87

ATTACHMENT "A"

INTERSTATE TRANSFER PROGRAM

1. Allocate funds from the Interstate Transfer Regional Reserve (\$16.97 million) to the following priority projects, to revert to the Regional Reserve if not needed:

I-505 Alternatives - Estimated Cost	\$ 1,085,000
Increase/Landscaping	
Banfield Highway Landscaping	387,000
Sunset/Highway 217 Cost Overrun	500,000
Oregon City Bypass Cost Overrun	50,000
Marine Drive/Airport Way - City of Portland	3,200,000
Stark Street - Multnomah County	800,000
185th Avenue - Washington County	1,680,000
82nd Drive/RR - Clackamas County	
(overpass connection to industrial district)	1,680,000
	<u>\$ 9,382,000</u>

2. Hold funds in the Interstate Transfer Regional Reserve as a prudent reserve for:

Banfield/I-505 Contingency	<u>\$ 7,588,573</u>
	<u><u>\$16,970,573</u></u>

Conditions: In the event the \$7,588,573 is not needed, consideration will be given to funding alternate projects as follows:

- a) for other highway projects; and/or
- b) for transit capital projects to the extent these cannot be funded from the Section 3 Letter-of-Intent funding. Of particular concern is the \$4.66 million shortfall in meeting Tri-Met's routine capital needs.

Federal-Aid Urban Program

1. Estimated FY 1987 Appropriation \$3.45 million
City of Portland 1.55 million
Region 1.90 million
2. Allocate estimated FAU funds to the counties as follows, allocation of reserves subject to further approval to specific projects of regional significance:

Multnomah County --	\$ 350,000
Stark Street	283,000
Reserve	<u>\$ 633,000</u>

Clackamas County
Boones Ferry Road
Reserve

\$ 88,000
545,000
\$ 633,000

Washington County
Forest Grove - "E" Street
Reserve

\$ 180,000
453,000
\$ 633,000

\$ 1,899,000

BP/sm
7399C/496-3



CITY OF

PORTLAND, OREGON

OFFICE OF TRANSPORTATION

7 RECEIVED MAY 12 1987

CC:BP

Earl Blumenauer, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

May 11, 1987

Mr. Andrew Cotugno
METRO
2000 S.W. First Avenue
Portland, Oregon 97201-5398

Subject: **Deck Replacement**
N. Columbia Blvd. Bridge -- BNRR Oxing
(Bridge #9685)

Dear Andy:

As we discussed, the City of Portland wishes to add the subject project to the T.I.P. using \$350,000 in FAU funds available to the City. Since one half of the bridge has been closed for safety reasons, we are requesting that JPACT take the necessary action at the May 14th meeting in order that repairs can proceed as quickly as possible. The Oregon Department of Transportation has already confirmed eligibility of the project for federal participation commencing May 11th.

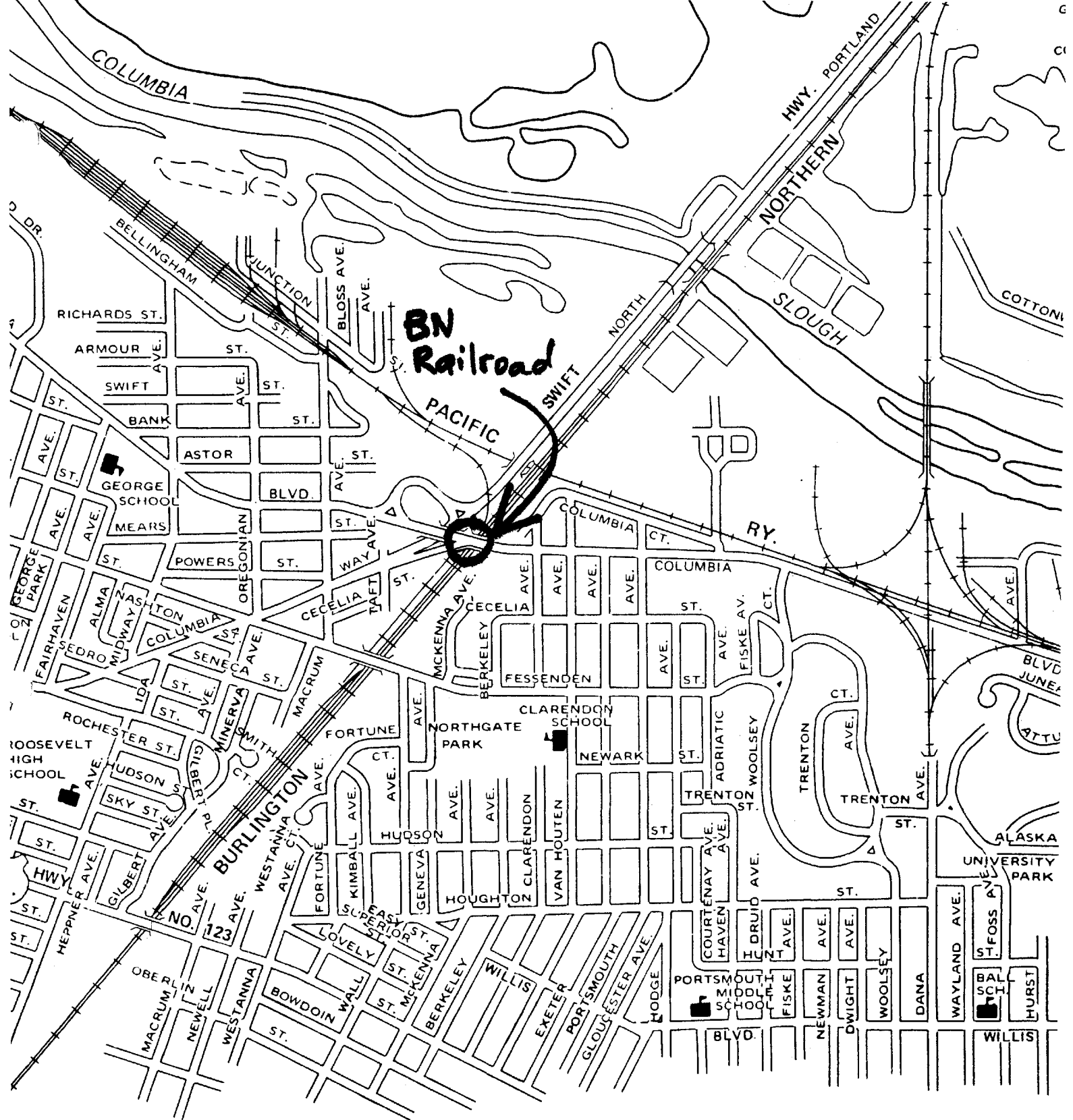
Thank you for your assistance.

Sincerely,

Victor F. Rhodes
Transportation Engineering

VFR:vwv

c: Wayne Schulte



T, 527 SW Hall St., Portland, OR 97201-5287, 503-221-1646, 1" = 1,000', 1-80-03



STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 87-____ FOR THE
PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR STUDY
CONCLUSIONS AND RECOMMENDATIONS

Date: May 5, 1987

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would 1) approve the Southwest Study Conclusions and Recommendations contained in Attachment "A" and direct staff to incorporate appropriate portions into the ordinance to update the RTP, and 2) direct staff to prepare an intergovernmental agreement with Washington County to resolve the land uses issues specified in Attachment "A."

FACTUAL BACKGROUND AND ANALYSIS

"Draft" Southwest Corridor Study Conclusions and Recommendations were approved by JPACT to allow it to proceed to a public hearing on April 15, 1987. As a result of that public hearing, proposed changes to the recommended actions have been incorporated to address specific concerns.

Background

The Southwest Corridor Study was called for in the 1983 RTP Update to address unresolved transportation problems in the I-5 and Highway 217 corridors and recommend appropriate amendments to the Regional Transportation Plan. As a result, Metro, ODOT and the affected local jurisdictions cooperatively conducted a major study of alternative transportation strategies in the corridor.

The resultant Southwest Corridor Study report documented that effort, and included an evaluation of alternatives and the Southwest Corridor Study Conclusions and Recommendations as approved for release to public hearing by the Southwest Corridor Technical, Citizen and Policy Advisory Committees, the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

These conclusions and recommendations were also reviewed and commented on by a number of local organizations and community groups in the Corridor. In addition, a JPACT-sponsored public hearing was held on April 15, 1987, to receive testimony on the "Draft" Conclusions and Recommendations. A summary of significant comments received at the public hearing, and staff responses to concerns raised and proposed changes to the Recommended Actions are contained in Exhibit 1.

Concurrent with the need to amend the RTP to reflect the Southwest Corridor Study recommendations, both TPAC and JPACT recognize the need to set corridor priorities regionwide to integrate these Recommendations with needs throughout the rest of the region including improvements needed to address the problems in the U.S. 26/I-84 and Highway 224/212 corridors, studies of which are currently underway.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution
No. _____.

AC/sm
7024C/496-7
05/05/87

EXHIBIT 1

SUMMARY OF TESTIMONY AND STAFF RESPONSES TO CONCERNS RAISED AT APRIL 15, 1987 SOUTHWEST CORRIDOR STUDY PUBLIC HEARING

On March 12, 1987, JPACT approved the Draft Conclusions and Recommendations (with several amendments) and authorized proceeding with a JPACT-sponsored public hearing. The public hearing was held on April 15, 1987, at Souther Auditorium, St. Vincent Hospital. Approximately 160 people attended, of which 34 testified (see Exhibit 2). In addition to those testifying, separate written communications were provided at the hearing by the following:

- Oregon Department of Land Conservation and Development
- Oregon Department of Environmental Quality
- Washington Department of Transportation
- City of Durham

It was announced that written testimony would be accepted up to the May 14 JPACT meeting. To date, 1000 Friends of Oregon and four additional citizens have submitted written testimony.

In summary, the testimony received to date, the responses to the concerns raised and amendments to the proposed Recommendations are as follows:

1. Testimony of support for the package was received from Washington County, Hillsboro, Tigard, Tualatin, Sherwood, Wilsonville, North Plains, Durham, I-5 Corridor Association, Tigard Chamber of Commerce, Tualatin Valley Economic Development Corporation, Lower Tualatin Valley Homeowners Association, and various private citizens and businesses.

Response: None required.

2. Testimony of support for the package was received from the Sunset Corridor Association, Beaverton Chamber of Commerce, Hillsboro Chamber of Commerce and Tektronix with the comment that future consideration should be given to extending the Bypass corridor north to U.S. 30 (Beaverton and Hillsboro Chambers of Commerce) and eventually to I-5 in Clark County, Washington (Sunset Corridor Association and Tektronix). In addition, testimony from Tektronix was opposed to proceeding with PE on Sunset LRT.

Response: The Southwest Corridor Study was directed by the RTP and JPACT to address outstanding issues in the Southwest Corridor. A decision at a later date that a specific transportation deficiency exists or is projected to exist in the corridor north of Sunset and needs to be addressed in the UWP is an action that could be directed by JPACT in the future. Such a decision would not alter the

conclusions, recommendations or decisions for the area covered by the Southwest Corridor Study. Therefore, it is recommended to proceed with the adoption of the Southwest Corridor Study Conclusions and Recommendations at this time and consider the corridor north of Sunset at some future date as warranted. It is important to note that the location of the bypass corridor is compatible with a possible future extension and does not preclude consideration of such improvements.

Proposed Action: No changes to Southwest Corridor Study Recommendations. Consider northern extension of Bypass Corridor upon direction of JPACT or projection that deficiency will exist in northern corridor.

3. Testimony of general support was received from a number of private citizens and businesses but with specific concerns about potential impacts and interest in modifications to the alignment.

Response: It is important to recognize that the Conclusions and Recommendations represent recommended improvements that are conceptual in nature, appropriate to this stage of the planning process. The specific alignment for the bypass, as well as the design and right-of-way implications of all the improvements, will be identified in the project development phases of each improvement. These future steps will examine feasible alternatives in terms of location and design, identify impacts associated with each alternative, be designed to minimize impacts and include a number of opportunities for citizen involvement in the process. Construction will require a future decision as to whether or not to actually build an individual improvement, based on a detailed examination of impacts associated with specific locations and design.

Proposed Actions:

- Changes to Recommendation #1: a) add language which states: As a prerequisite for construction of any highway improvement in the RTP, a final build/no-build decision must be made based upon environmental and other impact assessments, preliminary engineering, design and locational determinations and citizen involvement. These components are the responsibility of the implementing jurisdiction and are not RTP decisions; and b) insert the words "general Western Bypass Corridor (alignment to be determined)" for "Western Bypass" in the second sentence.
- Change to Recommendation #4: Insert "Map R1 indicates the general corridor in which alignment alternatives will be examined." as second sentence.
- Change to Map R1: Change to indicate general Western Bypass Corridor.

4. Testimony of support was received from one individual with the recommendation that the transit elements (especially LRT) be the priority for implementation.

Response: The recommended package of planned improvements is a combined transit/highway solution, tailored to the type of improved transportation capacity that is cost-effective for each individual circumstance. The recommended strategy is dependent upon aggressive level-of-transit service and ridership in those areas (especially the radial corridors) where transit is most effective. In those areas, the scope of the recommended highway projects is only to provide that capacity to meet the travel demand which is not expected to be borne by transit.

The Bypass serves the outer western circumferential corridor. The analysis clearly indicated that LRT in this corridor would not ameliorate the need for increased north/south highway capacity and that the proposed bypass would not affect the degree to which LRT is a justified investment in the circumferential corridor (pages 57 and 58). In any event, Recommendation #5 contains a reservation of right-of-way for future transitway construction as part of the proposed Western Bypass.

Funding allocations are developed through the JPACT process in accordance with region-wide priorities and availability of funds.

Proposed Action: No changes necessary.

5. Testimony of support was received from the city of Beaverton but with the clear understanding that the proposed Bypass should include access to and from Scholls Ferry and Farmington Roads.

Response: As part of the development of alternatives for the Southwest Corridor Study, an examination of the bypass performance without access at Scholls Ferry and Farmington Roads was conducted. Without access to these facilities, the Bypass would be inaccessible to much of central urban Washington County and therefore would not provide relief to Highway 217 and the surrounding neighborhoods due to the inability of the traffic to access the facility (Southwest Corridor Evaluation of Alternatives, page 60). As a result, the study concurs with the recommendation of Beaverton that access be provided at Farmington Road and Scholls Ferry Road.

Proposed Action: No changes necessary.

6. A number of individual citizens and business representatives expressed concern over possible negative impacts to a variety of residences, businesses, schools, farms and natural resources associated with the bypass and whether alternative alignments would be considered and that ample opportunity for addressing these concerns exist before specific alignment decisions were made.

Response: Potential impacts are addressed in two ways in a project such as the bypass. First, during the project development and P.E. phases, alternative alignments are examined and designed to minimize impacts. Second, federal funding requirements require the preparation of an Environmental Impact Statement which evaluates the possible significant impacts of the project alternatives on a variety of social and natural resources. It is as a result of this evaluation of impacts that the final decision whether or not to build the bypass at all and, if so, its final alignment will be made. Both processes have built-in requirements and opportunities for citizens to raise their concerns and have them addressed. (See also response to #3.)

Proposed Action:

- Change Recommendation #4 to add the following language:

"The preliminary engineering and EIS preparation to be conducted in the bypass corridor shall include an examination of alternative alignments (including along utility rights-of-way); potential impacts to designated natural and other resources; water quality in the impact area; and the land use issues specified in Recommendation #7. In addition, ample opportunity should be provided for citizen participation and input into the location, design and build/no-build decision-making process."

7. Two individuals expressed opposition to the proposals because of a perception that the proposed package relies too heavily on highway improvements, that transit wasn't considered adequately as an alternative to the highway improvements and that undesirable impacts would result in growth patterns.

Response: (See Response to #4.) In addition, the proposed bypass is necessary to serve forecast growth (and the resultant travel demand) contained in adopted local comprehensive plans. The need for the bypass is not predicated on growth or travel demand beyond that which is already anticipated in those plans.

Proposed Action: No changes necessary.

8. One individual expressed support for the Sunset/217 Alternative due to potential bypass impacts.

Response: (See also Responses to #3 and #6.) A substantial portion of the Southwest Corridor Study analysis examined the various differences between the Bypass and Sunset/217 alternatives, including adequacy of transportation service, cost, neighborhood traffic impacts, ability to support the adopted comprehensive plans and a generalized assessment of impacts. The study recommendations are based on all of the myriad factors examined in that evaluation. If a no-build decision (see #6) is reached due to the more detailed

analysis of impacts in the corridor, the staging plan (page 77) recognizes the ability to shift to the Sunset/217 Alternative.

Proposed Action: No changes necessary.

9. One individual recommended that the proposed improvement to Highway 99W from I-5 to Highway 217 be accelerated to Stage 1 rather than Stage 2. This was based on the premise that development in the vicinity of Highway 99W would create unacceptable traffic problems that would not be corrected with Phase 1 of the Bypass.

Response: The principle of including Phase I of the Bypass (I-5 to Highway 99W) in Stage 1 is to allow that facility (in conjunction with I-5) to serve as a "Tigard Bypass" for radial traffic that would otherwise pass through downtown Tigard. The staging plan (page 70) is a guideline for the overall package of improvements, and if local traffic demand in the area warrants a more immediate project (such as the improvement to Highway 99W between I-5 and Highway 217), it can be accelerated.

Proposed Action: No changes necessary.

10. Several individuals in the 216th/219th area expressed a concern that the public involvement process was inadequate for residents and businesses affected by the recommended 216th/219th improvement.

Response: The Washington County Comprehensive Plan, Volume XV (Transportation Plan), adopted in June 1983, after extensive public review and comment, contains a proposed three to five-lane improvement on 216th/219th. In addition, numerous articles concerning the Southwest Corridor Study and the alternatives were published in the area papers, including a front page article with a map of the proposals in the West Metro edition of The Oregonian in January 1986. Although no specific meeting was held with 216th/219th area residents, numerous town halls and presentations to citizen, neighborhood and business groups were held as part of the Southwest Corridor Study.

Proposed Action: The language added to Recommendation #4 ensures adequate citizen involvement in the bypass decision-making process.

11. The written testimony from the Department of Land Conservation and Development included the following concerns:
 - a. That the ordinance to amend the RTP must include appropriate goal findings showing compliance with the Statewide Planning Goals and suggesting that an amendment to the RTP to include the Bypass should not be considered until after the land use planning process identified in the Southwest Corridor Study recommendations is completed.

Response: It is recognized that any proposed project will have to comply with the Statewide Land Use Planning Goals. The process for assuring compliance is detailed in Recommendation #7. Any amendment to the RTP to include a proposed improvement is contingent upon several items:

- that further evaluation of environmental impacts is necessary;
- that, based on such analysis, a final build/no-build decision will be made; and
- that, if a "build" decision is made, adequate financing is available.

In the specific case of the Bypass, the staging plan (page 70) provides a means of responding to a "no-build" decision based on land use, environmental or financial factors.

It is recommended that the land use analysis not be accelerated to occur prior to the RTP amendment in this case for several reasons. The DEIS is the process whereby the detailed information necessary to adequately assess most potential impacts is obtained. This process entails a serious consideration of the total range of factors that contribute to an actual decision as to whether or not to build a project. Land use issues are one of the components of that decision and, in fact, must rely on the detailed information developed in that process. Furthermore, the federal funds generally used to finance the EIS process are not available until after the concept of the proposed improvement is included in the RTP.

Therefore, it is recommended that we proceed with the Recommendations recognizing that the preliminary engineering called for in #4 includes the analysis of land use issues as specified in #7. Furthermore, it is recognized that the land use decision to build the Western Bypass will not be made until the process defined in #7 is completed.

Proposed Action:

1. Retain current proposal to ensure consistency of the Bypass with local comprehensive plans and state land use policies prior to publication of the Draft Environmental Impact Statement.
2. Emphasize that whatever actions required to ensure goal compliance will be carried out by adding the phrase "and other actions as needed for goal compliance" to Recommendation #7e.
3. Add language to Recommendation #7 recognizing that the land use decision on the project will not be made until this process is completed.

- b. That Metro and Washington County not undertake the above mentioned land use planning for the proposed Bypass interchange at Scholls Ferry Road and Farmington Road for several years.

Response: The portion of the bypass from Highway 99W to T.V. Highway and the associated intersections are part of Stage 2. The upgrading of the intersections to interchanges at Scholls Ferry and Farmington Roads is not recommended until warranted by traffic demand, probably late in the second stage. The bypass is not effective at meeting the corridor objectives without access at Scholls Ferry and Farmington Roads (see Response to #5). An alternative was considered during the study involving elimination of access at these points and was not carried forward because it failed to divert sufficient traffic off of Highway 217. Therefore, severing access at these facilities is not a viable option. The land use and other detailed impact assessments associated with this portion of the bypass to be done as part of the EIS process (see Response to #6 and #11a), should include an analysis of interchanges/intersections at these locations.

Proposed Action: No changes necessary.

- c. That the Southwest Corridor Study recommendations recognize the possibility of strict limitations in rural land use designations in the vicinity of the Bypass.

Response: Recommendation #7 ensures that, through the land use and EIS analysis process, the decision whether or not to build the facility and its location and design decisions will represent the least overall impact and comply with all applicable Statewide Planning Goal requirements. In making these decisions, the impacts of the facility will be considered, including potential increases in rural development to the extent of requiring a Goal 14 UGB Amendment or Exception. In response to this evaluation, provisions for stricter rural limitations will be provided to the extent necessary to comply with the LCDC Administrative Rule on Goal 14 Exceptions.

Proposed Action: No changes beyond those already proposed for Recommendations #4 and #7.

12. The written testimony from the Department of Environmental Quality included the following concerns:

- a. That the land use planning be completed prior to an amendment to the RTP to include the Bypass.

Response: (See Response to #11a.)

Proposed Action: No further changes necessary beyond those already proposed.

- b. That the Southeast Corridor Study and Sunset LRT Study be completed before amending the RTP to include the Bypass.

Response: The issue of priorities among planned improvements is most pertinent in a fiscal decision-making process. There is no funding commitment associated with the Recommendations. The functional planning relationship among the various "corridor studies" such as the Southwest, Southeast, US/26 to I-84 Connector, and Sunset LRT PE, is already in place and compatible, in that the same base data, models, population and employment projections, etc., are used, and the planning policies established in the RTP direct the activities.

Proposed Action: No changes necessary.

- c. That there be additional assessment, at a later date, of hydrocarbon emissions taking into consideration land use impacts and updated emission factors.

Response: In July 1982, the Oregon State Implementation Plan for ozone was adopted. This plan contains a provision allowing for a certain amount of industrial expansion (or for new industries to enter the region) without requiring the firms to purchase costly "emission offsets." This provision has commonly been called the ozone "growth cushion."

Over time, the amount of industrial growth allowable in the ozone growth cushion is projected to become even greater as the emissions from mobile sources decrease. (This decrease will continue at least through the year 2005 because of fleet turnover and will result in highway source emissions being approximately 22 percent of total regional hydrocarbon emissions.) Because each alternative analyzed in the Southwest Corridor Study resulted in basically the same level of hydrocarbon emissions, there is no impact on the magnitude of the ozone growth cushion attributable to any of the alternatives.

Metro will update its air quality evaluation as required by DEQ with the revised emission factors and year 2009 population and employment factors as they are available.

Proposed Action: No changes necessary.

- d. That there be a more thorough water quality impact assessment before consideration of an RTP amendment for either the Bypass or the Sunset/217 Alternative; this should include primary impacts on runoff from the roadway itself and secondary impacts from growth induced by the roadway (induced growth that is already provided for in local comprehensive plans as well as induced growth that would be more than that currently provided in local comprehensive plans).

Response: The detailed facility-specific water quality impacts are most appropriately evaluated during the EIS process when the necessary level-of-detail data is available (see #11a). To the extent the evaluation of secondary impacts is required by agencies with jurisdiction over the project, these impacts will be considered in the EIS.

Water quality impacts associated with any secondary growth induced beyond that now planned for in the local comprehensive plans will also be addressed as part of the Goal 14 analysis called for in Recommendation #7.

Proposed Action: No changes beyond those already proposed necessary.

13. The written testimony from 1000 Friends of Oregon included the following concerns:

- a. That a determination of whether the Bypass complies with Statewide Planning Goals be made before the RTP is amended to include the project.

Response: (See Response to #11a.)

Proposed Action: No further changes necessary.

- b. That there is an inadequate documentation of assumptions used to produce the travel volumes projected for the corridor.

Response: The basis for the year 2005 region-wide population and employment forecasts used in the analysis is documented at length in A Population and Employment Forecast to 2005 (Portland Metropolitan Area) published by Metro in 1984. These forecasts were adopted by the Metro Council (Resolution No. 84-497; September 25, 1984) for use in all Metro transportation planning studies and are based on recent trends ('80-'84) that include the effects of the recession as recommended by 1000 Friends of Oregon.

The base travel patterns and trip-making demand associated with these population and employment levels is documented specifically for the Southwest Corridor in the Southwest Corridor Study Baseline Data Report published in September 1986.

Proposed Action: No changes necessary.

- c. That the forecast travel demand is based on excessive levels of employment in Washington County relative to the rest of the region.

Response: The employment forecasts for Washington County are consistent with an existing region-wide year 2005 forecast (see Response to #13a). These forecasts are independent of vacant land estimates except in the fact that the holding capacity associated with the vacant land estimates serves as an ultimate cap on the

amount of growth that can be forecast for a particular area. The resultant forecasts for Washington County are significant (+112 percent from 1983) but represent only about 37 percent of the total forecast for the SMSA to 2005.

Proposed Action: No changes necessary.

- d. That the traffic volumes used in the study do not adequately reflect a land use pattern predicated on people working close to where they live.

Response: The model accounts for commuting preferences, taking into consideration the population patterns and the location of employment opportunities which are planned to be available. The resultant traffic volumes are predicated upon satisfying the commute trips in as short a distance as possible but recognize that some longer commutes will occur throughout the region due to the range of employment opportunities available.

The traffic forecasts used in the UGB Findings adopted in the Bethany decision were the same model assumptions as in the Southwest Corridor Study, which also indicates the need for a Western Bypass.

Proposed Action: No changes necessary.

- e. That Metro staff should conduct the land use analysis in Recommendation #7 in order to assure a regional perspective.

Response: Metro's participation in the process specified in Recommendation #7 and any subsequent actions pursuant to that analysis will be done within a regional perspective and based on staff work sufficient to support those actions.

Proposed Action: No changes necessary.

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MEETING REPORT AND WRITTEN TESTIMONY

SOUTHWEST CORRIDOR PUBLIC HEARING
April 15, 1987

JPACT Chairman Richard Waker opened the public hearing at 7:00 p.m. in the Souther Auditorium at St. Vincent Hospital for the purpose of receiving testimony on the Draft Conclusions and Recommendations of Metro's Southwest Corridor Study. He defined Metro's responsibility as a regional transportation planning agency and informed the audience of the role of JPACT, its focus on meeting the long-range transportation needs of the region, and responsibility for approving the federal transportation funds available to the region. He reported that JPACT has given tentative approval of the study Conclusions and Recommendations subject to testimony given at this public hearing. He also noted that subsequent JPACT approval would be a first-step action with project implementation subject to funding priorities, engineering studies and the resolution of land use and environmental issues. He noted that this was the first of a number of opportunities for input from the public. Mr. Waker emphasized that the Conclusions and Recommendations were compatible with the comprehensive plans of the affected jurisdictions and agencies but that specific local plan amendments may be necessary.

Chairman Waker then thanked the Southwest Corridor Citizens Advisory Committee for their efforts in bringing the study to this point.

Andrew Cotugno, Transportation Director of Metro, was then introduced and provided an overview of the Draft Southwest Corridor Study, explaining the alternatives considered and a review of its findings. He explained that the study recommended provision of three major components of improvements in the corridor: 1) expanded transit service throughout the region; 2) improvements to major parts of the highway system (with two alternatives examined); and 3) improvements to the rest of the arterial system. He emphasized the reasoning behind the selection of the Bypass route and indicated that it is a generalized route, not a specific alignment. If it is determined that the Bypass is the preferred alternative and the Southwest Corridor Study Conclusions and Recommendations are adopted and incorporated in the Regional Transportation Plan, the recommendations provide for Metro and Washington County to enter into an agreement to address the land use issues.

Chairman Waker opened the meeting for the public testimony. The following presented testimony:

Bonnie Hays, Chairman of the Washington County Board of Commissioners, spoke in support of the Draft Conclusions and Recommendations of the Southwest Corridor Study. She commended Metro staff on a good product and the process in which jurisdictional, agency and citizen participation occurred. Her Board unanimously supports the findings of the study with inclusion of the Bypass in the Regional Transportation Plan, and further suggests that the Western Bypass be called the "Tualatin-Hillsboro Corridor." She noted further support of the

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business leaders, organizations and Chambers of Commerce in Washington County, citing the Bypass as a vital link between two of the region's rapidly growing industrial areas. The inclusion of the north-south bypass is a number 1 goal in Washington County.

Commissioner Hays also spoke of significant population and employment growth in Washington County and of the forecast traffic demands that would occur in the future. Washington County is in concurrence with the conclusion that recommends the 216th/219th Bypass alternative over widening of Highway 217, and Ms. Hays cited reasons from her prepared statement. It is Washington County's understanding that, even with incorporation of the Bypass into the Regional Transportation Plan, it is not a funding commitment.

In regard to the land use and environmental issues raised, Ms. Hays noted that the Tualatin-Hillsboro Corridor alternative is needed to support existing and projected growth within the existing Urban Growth Boundary and is not intended to encourage growth outside the UGB.

Mayor Tom Brian of Tigard testified that the City of Tigard, under Resolution No. 87-46, supports the findings of the Draft Southwest Corridor Study and the amendments proposed to the Regional Transportation Plan. He commended Metro and staff for a thorough study and one that is widely supported by the cities of Washington County. He indicated that resolutions of support would be forthcoming from many of the cities therein. They are supportive of the Bypass for reasons of convenience, alleviating traffic congestion, safety problems and improving transportation service in the area. He acknowledged that the adoption of the Conclusions and Recommendations of the Southwest Corridor Study is a planning decision, not a funding one. The City of Tigard urges JPACT to adopt the Draft Southwest Corridor Study to meet future transportation challenges.

Dale Chambers, citizen, located at 1921 A Street, #3, Forest Grove, requested that light-rail be a first consideration for alleviating the traffic problem in Forest Grove -- with feeder lines off the LRT. He was supportive of expansion of the rest of the area following consideration of LRT.

Merle Pennington, citizen, located at 22940 SW Boones Ferry Road, Tualatin, testified that he was supportive of the Bypass idea but asked that, in the engineering study, consideration be given to various alternative alignments.

Rick Root, representing the City of Beaverton, testified that its Council, under Resolution No. 2775, supports the amendment to the Regional Transportation Plan to include the highway and transit improvements proposed in the Draft Conclusions and Recommendations of the Southwest Corridor Study. It was a resolution of unanimous support by the City Council and the Planning Commission with the qualification that access and egress to the proposed Western Bypass at

SW Scholls Ferry Road and SW Farmington Road be assured for all stages of the Bypass that affect those roadways. He cited the importance of providing interchanges during the staging plan "when warranted" by traffic growth.

Luanne Thielke, Mayor of Tualatin, testified that Tualatin's City Council, under Resolution No. 1954-87, supports the Draft Conclusions and Recommendations of the Southwest Corridor Study with inclusion of the Western Bypass in the Regional Transportation Plan. The City of Tualatin urges JPACT adoption of the Southwest Corridor Study draft.

Nancy Scheller, property owner located at 2430 SW 219th in Aloha, testified that she has been a resident at 219th and T.V. Highway since 1949. Her concerns dealt with resale value of her home, safety for school children attending the three schools abutting 219th, and the resulting elimination of her front yard by the proposed Bypass.

Larry Chambreau, former Councilor of the City of Hillsboro, testified that the City of Hillsboro fully supports the Tualatin-Hillsboro Bypass alignment and wishes to confirm the Draft Conclusions and Recommendations of the Southwest Corridor Study. The City feels that the Bypass will provide a corridor for the future while the 217 alternative would be plugged up at the end of the 20-year period.

Patricia Graham, Councilor of the City of Hillsboro, noted that residents on the east end of the county are presently without access and are supportive of the proposed Bypass in the Tualatin-Hillsboro Corridor. While the Bypass may initially cost more, it is felt that it will be more cost-effective in the long term. She also expressed support of LRT and that buses should serve as feeder lines.

Rick Van Beveren, resident at 21935 SW T.V. Highway in Hillsboro, testified that, as a businessman, he was interested in economic development in Washington County and was supportive of the need for the Bypass. His concern related to property he owned in the area and the impact on property value when confronted by questions from prospective buyers on the Bypass alignment. He noted that one resident who owns three businesses and two residences was not contacted regarding the public involvement process and he felt that more consideration should be given to those impacted by such development. He indicated that the local School District was also unaware of the proposed changes.

James Rapp, City Manager of the City of Sherwood, testified that the City passed Resolution No. 87-373 (and previously Resolution No. 315) endorsing the Draft Conclusions and Recommendations of the Southwest Corridor Study. Mr. Rapp indicated that, as President of the Sherwood Chamber of Commerce, he was also speaking on behalf of the Chamber for support of the study's findings. He indicated the Bypass was needed to make Sherwood a more livable city, and would provide a clear alternative for truckers.

SOUTHWEST CORRIDOR PUBLIC HEARING

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William Stark, Mayor of Wilsonville, testified that he represented the City of Wilsonville on the Southwest Corridor Study Policy Advisory Committee. In his capacity as a professional traffic engineer, he indicated wholehearted support of the Draft Conclusions and Recommendations outlined in the Southwest Corridor Study.

The Wilsonville City Council further supported the findings by adoption of Resolution No. 605 on April 13, 1987 endorsing the conclusions of the Southwest Corridor Study and that appropriate amendments to the Regional Transportation Plan be made prior to June, 1987, incorporating the Western Bypass.

Robert Kindel, Jr., Mayor of North Plains, testified that the North Plains Chamber of Commerce and City Council have given full support of the Draft Conclusions and Recommendations of the Southwest Corridor Study with concurrence of the position held by the Washington County Board of Commissioners and the City of Tigard.

Geoffrey Beasley, representing Friends of Tonguin Scablands and a physician in the Sherwood area (24050 SW Baker Road), testified on the need for preserving the Tonguin Scablands and its significance as a geologic site and habitat for wildlife. The affected area extends about one-half mile west of I-5 south to Sherwood Road, and he requested that every effort be made to minimize the impact there. Mr. Beasley indicated it is deserving of preservation for future parkland.

William Wiles, a business owner in Beaverton (9560 SW 166th), testified that he was in support of the freeway but asked that consideration be given to the alignment to coincide with the power lines to the west (south of T.V. Highway). He asked to be notified at the time of the proposed engineering study.

Richard Ponzi, Route 1, Box 842 of Beaverton, indicated that he had not formed any judgment on the recommendations but did not feel proper notification had been made to the citizenry to allow for written testimony. He asked that more time be allowed to provide such. The need for notification to the residents that will be impacted was stressed.

Chairman Waker noted that this matter will not be submitted to JPACT for its consideration until May 14 which would allow additional time to receive comments.

David Bennett, President of the I-5 Corridor Association, testified that his Board of Directors adopted a resolution in support of the Southwest Corridor Bypass and are supportive of these types of transportation issues. He cited concurrence with Commissioner Hays' statement read at the hearing and with Mayor Brian's comments. He added that the transportation issues are also the primary economic issues within Washington County, and he urged JPACT adoption of the

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Draft Conclusions and Recommendations of the Southwest Corridor Study with inclusion of the Tualatin-Hillsboro Bypass Corridor in the Regional Transportation Plan.

John Godsey, representing the Beaverton and Hillsboro Chambers of Commerce (12655 SW Center, #360, Beaverton), testified their support of the Draft Conclusions and Recommendations of the Southwest Corridor Study with inclusion of the Western Bypass in the Regional Transportation Plan. The Beaverton Chamber further recommends the need for the north-south connection to be extended to Highway 30 rather than U.S. 26 and a resolution indicating its support for the study and the recommendation for the extension was presented at the hearing. Also presented was a report entitled "A Challenge We Share" prepared for the Oregon Transportation Commission by the Beaverton Area Chamber of Commerce, citing the need to address a new transportation facility to provide expanded north-south access through Washington County. A Consensus Statement was included from the various Chambers of Commerce within Washington County.

Pat Ritz, Vice Chairman of the Tualatin Valley Economic Development Corporation, testified that the Board of Directors wholeheartedly support adoption of the Draft Conclusions and Recommendations of the Southwest Corridor Study and also feel that the issue of mass transit into Washington County should be addressed as well. It was noted that many people who work in the Sunset Corridor do not live there and, in order to accommodate for future growth, a ring road is needed as a link to the Westside Corridor for economic development. It was not felt that the location of the Bypass is an issue at this time.

Mr. Ritz indicated that people who want to locate in Washington County want the transportation and environmental issues addressed. He noted that the Audubon Society may have site-specific concerns over the alignment of the Bypass but that there is need to endorse the concept at this time; its alignment and how we are going to fund it should be future issues.

Peggy Weston Byrd, Executive Director of the Tigard Chamber of Commerce (12420 SW Main, Tigard), testified on the unanimous endorsement by the Chamber of the Southwest Corridor Study package of road improvements and the recommendation for the Bypass.

David Bowman, resident at 7387 SW Delaware Cr., Tualatin, testified on his concerns over preservation of the Tonquin Scablands and the displacement of residences west of I-5 on the proposed route (as shown on Map R1). He also asked that consideration be given to the placement of the I-5 to 99W road south rather than north of Norwood Road. He was in favor of amending the RTP to include the highway improvements depicted on Maps R1 and R2 but asked that the alignment shown on R1 be eliminated as he felt its location would then become a formality. Chairman Waker emphasized that the alignment, as shown,

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is generalized and should be considered as such. Mr. Bowman commented that the time for citizen input is in the beginning of this process rather than at the end.

Geraldine Ball, resident at 11515 SW 91st Avenue in Tigard, spoke in favor of the Western Bypass as presented in the Southwest Corridor Study with the qualification that 99W between I-5 and Highway 217 should be widened in the first 10 years rather than the second span. She spoke of the need for a park-and-ride in that section of 99W if transit is going to play a major role in transportation and the probability of an eight-theater development by Moyer in that vicinity, which would create even more traffic congestion than exists today. With the state owning most of the property in question, she did not feel it would be too costly.

In addition, Mrs. Ball did not feel that the Bypass would help relieve the congestion that exists on Highway 99W between I-5 and Highway 217 to any great extent. With potential development of the Tigard Triangle in the future, she felt there was justification for consideration of widening 99W between I-5 and Highway 217 in the first 10-year span of the study.

Gary Conkling, Director of Public Affairs at Tektronix, testified that Tektronix is supportive of the Southwest Corridor Study and inclusion of the Bypass into the Regional Transportation Plan. However, its reservation encompasses the need to extend the north-south highway north from the Sunset Highway to Highway 30 and connect with a third Portland area bridge over the Columbia River. In addition, Tektronix does not feel that adequate consideration was given to improvements on Highway 217 and other arterials north of the Sunset Highway.

Tektronix further supports expanded transit service in Washington County that addresses the needs of Washington County residents, providing for market-driven transit. Mr. Conkling indicated that they take exception to the engineering study performed for the Westside LRT and its recommendation and, therefore, disagree that work should proceed on engineering for the proposed Westside light-rail project.

Mr. Conkling stated that Washington County has become an important commercial and industrial center in its own right and that there is need to concern ourselves with safety considerations. He asked that consideration of the road extension be given, but not at the expense of the proposed development.

Kyle Gray, a resident at 17576 SW Bull Mountain Road in Tigard, testified that he was in favor of the Bypass but objected to the preliminary design of its placement. He suggested instead that the alignment follow the power line easement, which would run closer to the UGB rather than impacting the homes.

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Bill Kenny, owner of a nursery at Beef Bend Road in Sherwood, testified that he is a part of the Cooper Mountain Critical Growth Water District. Even though he realizes the Bypass is considered a generalized alignment, he asked that consideration be given to follow the power line alignment. He also felt that placing the alignment on a map tends to bring specificity to the alignment.

James Emerson, a resident at 13900 NW Old Germantown Road in Portland, asked that consideration of an LRT line be given equal importance in the Southwest Corridor Study document and for funding. He spoke of traffic congestion between Portland and Washington County and the need for transit considerations. He pointed out that, while it is not the intent of Washington County to encourage growth outside the Urban Growth Boundary, substantial changes in land use do occur around interchanges. His concern dealt with urbanization of the area around the Bypass west of Union Road.

Ray Polani, a resident at 2717 SW Spring Garden Street in Portland, testified as Chairperson of the Citizens for Better Transit. He indicated that the purpose of the Bypass is to relieve congestion and to accommodate future growth. It was his feeling that congestion is primarily a peak-hour commuter problem dealing with automobile commuters and heavy truck traffic and capable of being resolved with less impact and less cost with commuters being placed on transit and the latter on rail freight. He cited generalized potential environmental impacts and costs associated with growth that could be generated by the Bypass as it impacts water, streets, local roads, police, fire protection and schools. He stated that half of the Bypass is located outside the UGB from T.V. Highway on the north down to 99W.

Mr. Polani clarified that Citizens for Better Transit is not against growth but is interested in growth that is respectful of people's values in a less expensive, less disruptive way. It is their feeling that economic alternatives are the solution to continued highway construction and "improvements." He pointed out the scarcity of funding resources, and questioned whether the priority of the 99W corridor could be moved up to justify LRT.

Donald Stroup, a resident at 2179 SW 218th Place in Aloha, testified that he is not opposed to growth or improvement of the transportation system as he is a commuter between Aloha and Portland every day. He was, however, concerned about the lack of contact with the residents of the area who would be impacted.

Kenneth Fink, Vice President of the Lower Tualatin Valley CPO in Clackamas County, testified that they were mostly concerned with land use planning along I-205 (at the north end of the Tualatin Valley). The CPO would like to preserve I-205 as a scenic highway but realizes that, for long-term growth, there is necessity to complete the ring around the greater Portland area.

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Mr. Fink cited the area of the southwest loop with Highway 217 and I-5 and I-205 as a site for placement of the proposed "Clackadome", which would be supportive of the Port.

Eric Grimm, a resident at 1705 SE 35th Place in Portland and an employee at Intel, supported widening of Highway 217 in conjunction with widening of arterials in the area. He had reservations about the planning process for the Bypass and cited concerns over environmental and geological areas which he felt need to be addressed before inclusion of the Bypass into the Regional Transportation Plan.

Mr. Grimm commented that the Bypass is outside the UGB and did not feel there was sufficient growth to support it. In addition, he did not feel that enough attention had been given to mass transit alternatives or the need to fund rail transportation between Washington County and downtown Portland. He questioned the cost of the Bypass as irresponsible and prohibitive as well as the Bypass's impact on homes and small businesses. He pointed out the need for Washington County to take more care in preserving the arterials in the present transportation system that have not been adequately maintained.

Mr. Grimm was opposed to the Western Bypass.

Chairman Waker pointed out that the Regional Transportation Plan calls for one of the highest levels of mass transit use in the country and planning is done on the assumption that sufficient mass transit will be in place in the county. He noted that it is an equal and parallel need that is supported by this plan.

Fred Cooper, owner of a business in Washington County and resident of the Tigard area (11675 SW 66th Avenue, Portland), testified as Chairman of the Tualatin Valley Economic Development Corporation. His offices are located in the I-5 corridor and he expressed concern about impacts and the need for a coordinated plan. He did not feel that the 217/Sunset improvement was a long-term solution and noted that it is not acceptable to the businesses in the area for moving products, customers and employees. The Tualatin Valley Economic Development Corporation supports the need for a Bypass route in the Southwest Corridor and that it would allow for a safe highway system. They therefore recommend JPACT adoption of the Draft Conclusions and Recommendations of the Southwest Corridor Study and inclusion of the Bypass in the Six-Year Highway Improvement Program.

Ray Grimm, a professor at Portland State University and a resident at 1734 NW Aspen in Portland, testified that he preferred that the possibility of extending LRT or mass transportation, which would use less land and be more advantageous to our environment, be examined.

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Betty Atteberry, on behalf of the Sunset Corridor Association, testified that the Association recognizes the need for the Western Bypass for use of commerce as well as commuters. She cited the need as critical for the southern and northern areas of Washington County. It is their recommendation to extend the Bypass to route 30 and I-5 to the state of Washington.

Larry Preuss, a resident at 9100 SW Westhaven Drive in Portland, spoke in favor of the Draft Conclusions and Recommendations of the Southwest Corridor Study and Bypass as proposed. With regard to the remarks about citizen involvement, he noted that Washington County presently has 14 active citizen participation groups, known as CPO's, and indicated that it is the citizen's responsibility to find out what is going on in the community through these local organizations. He related that this study has been ongoing for a period of 3-4 years.

The public comment period concluded and the following letters and resolution were read into the record by Chairman Waker:

- . A letter received from the Department of Land Conservation and Development, under the signature of Director James Ross, citing concerns pertaining to the timing of land use amendments, calling for the land use studies to be done prior to an RTP amendment; that Metro and Washington County should wait a period of years to do proposed Statewide Goal compliance analysis for the Bypass interchanges; and that language be added to the Southwest Corridor Study suggesting the possibility of strict limitations on surrounding rural area uses, plan amendments and zoning changes as a condition to placement of the Bypass in the RTP.
- . A letter received from the Washington State Department of Transportation, under the signature of Ed Ferguson, pointing out that neither the Southwest Corridor Study nor the Unified Work Program addresses funding availability to maintain accessibility between Portland and Vancouver; and that, eventually, the study of an additional Columbia River crossing should be considered as part of a Westside Corridor Study.
- . A letter received from the Department of Environmental Quality, under the signature of Director Fred Hansen, concerned with environmental issues relating to air quality and water quality and possible secondary growth impacts arising from improved accessibility.
- . Resolution No. 170-87 from the City of Durham, adopted by City Council on April 15, 1987, supporting amendments to the Regional Transportation Plan as proposed by the Southwest Corridor Study.

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Chairman Waker adjourned the hearing and announced that the comments will be considered at the May 14 JPACT meeting held at the Metro office. All comments must be received by that date.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members
TPAC Members



WASHINGTON
COUNTY,
OREGON

PREPARED STATEMENT

BONNIE HAYS, CHAIRMAN
WASHINGTON COUNTY BOARD OF COUNTY COMMISSIONERS

SOUTHWEST CORRIDOR STUDY
JPACT PUBLIC HEARING
APRIL 15, 1987
ST. VINCENT'S HOSPITAL

INTRODUCTION

First, thank you for the opportunity tonight to comment on the Conclusions and Recommendations of the Southwest Corridor Study. I am here tonite speaking on behalf of the Washington County Board of County Commissioners in support of these Conclusions and Recommendations.

Let me say first that the Metro staff is to be commended on the conduct of this Study and a job well done. We in the County feel that this Study has been an excellent example of the type of regional transportation planning, with strong local jurisdictional, agency and citizen participation that needs to occur.

SUPPORT FOR THE STUDY'S CONCLUSIONS AND RECOMMENDATIONS

The Washington County Planning Commission and the Board of County Commissioners are in unanimous support of all of the highway and transit projects recommended in the SW Corridor Study. We particularly endorse the Southwest Corridor Study's recommendation that a new road needs to be constructed West of Hwy 217 to adequately serve future north-south travel demands.

Rather than the Western Bypass, I would submit that a more appropriate name for this new road would be the "Tualatin-Hillsboro Corridor". This new facility will provide a vital link between two of the region's rapidly growing industrial areas and will provide direct access for commerce to their suppliers and markets throughout the state. For this reason, we feel that a new "Tualatin-Hillsboro Corridor" will have a positive influence beyond the jurisdictional boundaries of Washington County.

In addition, as you will hear in a minute, Washington County cities, chambers of commerce and business associations and organizations are also in support of the Conclusions and Recommendations of this Study.

NEED FOR THE "TUALATIN-HILLSBORO CORRIDOR"

Washington County's population and employment base is projected to increase significantly within the next twenty years. Our population will increase by 150,000 and, during the same time period, we expect to add over 100,000 jobs to our employment base. While this growth will strengthen both the local and regional economy, it will also place additional demands on the County's presently inadequate transportation system. Associated with these increases in overall travel demand, is the emergence of new travel patterns, particularly a demand for more north-south travel within

the County. In recent years we have seen a dramatic increase in trips that both start and end within the County. Presently seventy-five percent of all county trips remain within the County and this percentage is forecasted to increase. Historically, the most important travel pattern in Washington County has been oriented east and west and this will remain the most prominent traffic flow in the County. In the future, however, the north-south travel demand between South County, the Tigard, Tualatin, Wilsonville area and Central Washington County is projected to increase at a faster rate than east-west travel.

The recommended alternative is to construct a new "Western Bypass" away from the already congested 217 Corridor.

We agree with the Study's recommendation that constructing a new westerly corridor, which we suggest calling the "Tualatin-Hillsboro Corridor" is the preferred alternative. Several different alignments for the "Tualatin-Hillsboro Corridor" were also analyzed during the course of the Study. Routes using Murray Blvd., 185th and 216th/219th were investigated.

We again agree with the Conclusions of the Study which recommend the 216th/219th alignment as the preferred route for the "Tualatin-Hillsboro Corridor".

BENEFITS OF THE "TUALATIN-HILLSBORO CORRIDOR"

Washington County supports the "Tualatin-Hillsboro Corridor" alternative over widening 217, for the following reasons:

- The "Tualatin-Hillsboro Corridor" provides the best job and labor force market accessibility to the County's developing industrial areas: the Sunset Corridor and the I-5 Corridor.
- The "Tualatin-Hillsboro Corridor" provides the greatest benefit to residential neighborhoods in Beaverton and Tigard with a greater reduction in neighborhood infiltration in these areas.
- The "Tualatin-Hillsboro Corridor" better distributes the demand for north-south trips with the County, by providing an alternative route to Hwy. 217.

COMMUNITY SUPPORT FOR THE "TUALATIN-HILLSBORO CORRIDOR"

There is strong community and business support for the "Tualatin-Hillsboro Corridor". Washington County is in the process of updating the County Transportation Plan. At the start of this process we conducted in-depth interviews with twenty-five community, political and business leaders. Those interviewed were asked to identify specific transportation problems needing attention. By far, the most frequently mentioned concern was the need for a new north-south corridor west of Hwy. 217.

Interest by the business community in the "Tualatin-Hillsboro Corridor" has also been high. Last September the Beaverton Chamber of Commerce and the County hosted a special meeting of the Oregon Transportation Commission. At that meeting Washington County business leaders informed the Transportation Commission of the need for a new transportation facility to provide expanded north-south access through Washington County and the region.

Finally, the Board of County Commissioners at their last annual goal setting session, listed inclusion of the Western Bypass in the Regional Transportation Plan as its number one priority for 1987.

OUTSTANDING ISSUES

During the course of the Study, a number of important environmental and land-use issues have been raised in conjunction with the "Tualatin-Hillsboro Corridor" alternative. I'd like to reiterate the Conclusions of the Southwest Corridor Study that the "Tualatin-Hillsboro Corridor" alternative is a needed project to support existing and projected growth within the County's existing urban growth boundary. This facility is not intended, nor will it be designed, to encourage new development outside of the urban growth boundary. We feel these issues can and will be addressed through established regional and state planning procedures, project preliminary engineering and environmental impact statement work. However, before any of this work can start, the "Tualatin-Hillsboro Corridor" must be included in the Regional Transportation Plan.

The major issues associated with the "Tualatin-Hillsboro Corridor" alternative are:

- Land-use impacts/urban growth boundary/state-wide planning goal issues
- Environmental issues
- Final alignment and right-of-way issues
- Funding issues

Let me briefly address each of them:

First, in order to fully address the land use, environmental and final alignment and design issues associated with the "Tualatin-Hillsboro Corridor", this facility needs to be explicitly sanctioned in the RTP. Inclusion in the RTP will initiate an interagency agreement between the County and Metro to address land use and urban growth boundary issues.

Secondly, inclusion in the RTP will enable us to do the preliminary engineering and environmental reconnaissance required to specifically address state-wide land-use goals, related issues and final alignment and design questions. It will also allow us to initiate an assessment of environmental impacts associated with the facility.

Finally, we recognize and acknowledge that funding for the "Tualatin-Hillsboro Corridor" project is not now assured and that a decision to include it in the Regional Transportation Plan is not a funding commitment.

Future funding decisions on this project will be subject to regional transportation funding priorities made through the regional decision-making process.

We think that the recommended funding and construction staging plan outlined in the report provides a good method of dealing with questions of future funding availability.

CONCLUSION

In conclusion, Washington County strongly supports the need for the regionally significant highway and transit improvements recommended in the SW Corridor Study. In particular, we endorse the "Tualatin-Hillsboro Corridor" 216th/219th alternative over the widening of the Hwy. 217 alternative.

Washington County urges JPACT to approve and forward the Conclusions and Recommendations of the Southwest Corridor Study to the Metro Council for inclusion in the Regional Transportation Plan.

CITY OF BEAVERTON
RESOLUTION NO. 2775

A RESOLUTION PROCLAIMING SUPPORT FOR AN AMENDMENT TO THE REGIONAL TRANSPORTATION PLAN TO INCLUDE THE HIGHWAY AND TRANSIT IMPROVEMENTS PROPOSED IN THE CONCLUSIONS AND RECOMMENDATIONS OF THE SOUTHWEST CORRIDOR STUDY

WHEREAS, Washington County is a major growth area in the Portland metropolitan region; and

WHEREAS, Washington County is projected to experience severe traffic pressures particularly in the regional corridors; and

WHEREAS, Washington County, without adequate improvements to the transportation system, will experience unacceptable levels of traffic congestion, deteriorated access to job and labor force markets, growing neighborhood traffic problems and, ultimately, economic growth will be curtailed; and

WHEREAS, The amendment to the RTP promises to relieve anticipated future traffic congestion within the City of Beaverton; and

WHEREAS, The most cost effective method of serving this growth is through a combination of improvements to both the regional freeway and arterial system, in addition to, the local road network and transit service expansion.

NOW, THEREFORE BE IT RESOLVED:

1. That access and egress to the proposed Western Bypass, at SW Scholls Ferry Road and SW Farmington Road, must be assured for all stages of the Bypass that affect these roadways; and,
2. The Beaverton Planning Commission and City Council fully support the amendments to the Regional Transportation Plan proposed in the Conclusions and Recommendations of the Southwest Corridor Study; and,
3. That staff be directed to transmit copies of this Resolution to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Adopted by the Planning Commission this 8 day of April, 1987

Ayes: 6

Nays: 0

ATTEST:

Linda J. Davis
LINDA DAVIS, Planning Director

APPROVED:

Dave Dobak
DAVE DOBAK, Chairman

Adopted by the City Council this 13 day of April, 1987

Ayes: 5

Nays: 0

ATTEST:

Ann Johnson
ANN JOHNSON, City Recorder

APPROVED:

Larry Cole
LARRY COLE, Mayor

Resolution No. 2775

CITY OF TIGARD, OREGON

RESOLUTION NO. 87-46

A RESOLUTION OF THE TIGARD CITY COUNCIL SUPPORTING AMENDMENTS TO THE REGIONAL TRANSPORTATION PLAN AS PROPOSED BY THE SOUTHWEST CORRIDOR STUDY

WHEREAS, on April 15, 1987, the Joint Policy Advisory Committee on Transportation (JPACT) will hold a public hearing on the draft of the Southwest Corridor Study Conclusions, Recommendations, and Evaluations of Alternatives Report; and

WHEREAS, the Tigard City Council has previously received the findings of the Southwest Corridor Study at a meeting of December 1, 1986, and has reviewed the Conclusions and Recommendations being considered by JPACT, including recommended amendments to the Regional Transportation Plan; and

WHEREAS, it appears to the City Council that Washington County, as a major growth area in the Portland metropolitan region, is projected to experience severe traffic pressures particularly in the regional corridors; and

WHEREAS, it appears to the City Council that without adequate improvements to the transportation system unacceptable levels of traffic congestion will develop, access to job and labor force markets will deteriorate, neighborhood traffic problems will grow and ultimately economic growth will be curtailed; and

WHEREAS, it appears to the City Council that the most cost-effective method of serving this growth is through a combination of improvements to the regional freeway and arterial system, improvements to the local road network, and transit service expansion;

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

Section 1: The City Council fully supports the amendments to the Regional Transportation Plan proposed in the Conclusions and Recommendations of the Southwest Corridor Study.

Section 2: The City Recorder is hereby directed to transmit copies of this Resolution and Order to the Joint Policy Advisory Committee on Transportation (JPACT) and to the Metro Council.

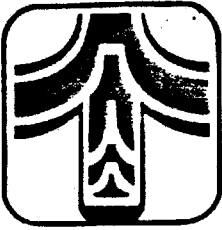
PASSED: This 19th day of April, 1987.

-Mr Brian
Mayor - City of Tigard

ATTEST:

Green L. Wilson
City Recorder - City of Tigard

3102P



CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000

March 23, 1987

City Council
City of Tualatin

Members of the Council:

ENDORSEMENT OF THE CONCLUSIONS AND RECOMMENDATIONS OF THE S.W. CORRIDOR STUDY

Attached is a draft of the S.W. Corridor Study, dated February 1987. This draft is the document that was submitted by the Technical Advisory Committee to the Citizen's Advisory Committee and the Policy Advisory Committee on the S.W. Corridor Study. It has also been submitted to Metro's TPAC (Transportation Policy Alternatives Committee) and JPACT (Joint Policy Advisory Committee on Transportation). As a result of the TPAC and JPACT meetings, the conclusions and recommendations were modified and the modified conclusions and recommendations are also attached to this staff report.

As outlined in the conclusions, the selection of the Western Bypass Alternative for inclusion in the Regional Transportation Plan provides several benefits to the Tualatin area.

The City has recognized these benefits for some time, and this process hopefully will result in the inclusion of the bypass in the Regional Transportation Plan, which will then make the development of the bypass subject only to funding of its design and construction in the future.

The report indicates that the bypass can be built in phases and strongly urges that the segment of the bypass from I-5 to 99 be built prior to the remainder of the bypass.

At this time, the procedure for inclusion into the Regional Transportation Plan is outlined on the attached adoption process and schedule. The JPACT public hearing on the draft conclusions and recommendations is tentatively scheduled for April 15, 1987.

H-80
Corridor Study
Page 2
March 17, 1987

RECOMMENDATION

It is recommended that the attached Resolution endorsing the draft conclusions and recommendations, and evaluation of alternatives for the S.W. Corridor Study as prepared by Metro in February 1987, be adopted.

Sincerely,

Michael A. McKillip
Michael A. McKillip
City Engineer

MAM:kf
Attachments

f#:a:Corridor.stf

RESOLUTION NO. 1954-87

A RESOLUTION SUPPORTING THE DRAFT CONCLUSIONS, RECOMMENDATIONS,
AND EVALUATION OF ALTERNATIVES FOR THE S.W. CORRIDOR STUDY
PREPARED BY METRO IN FEBRUARY 1987

WHEREAS Metro has completed its work on the S.W. Corridor Study, resulting in draft conclusions, recommendations, and evaluation of alternatives, dated February 1987, and

WHEREAS the Citizen's Advisory Committee and the Policy Advisory Committee, formed to advise the staff on the S.W. Corridor Study, have reviewed and approved the draft report, and

WHEREAS the Metro TPACT and JPACT Committees have reviewed and approved the final draft report public hearing purposes, and

WHEREAS, as stated in the conclusions and recommendations of the report, the inclusion of the Western Bypass in the Regional Transportation Plan would upon its development result in reduced travel time in the county, increased accessibility for jobs and employment, and reduce the movements of through-traffic through residential neighborhoods, and

WHEREAS, by inclusion of all of the projects recommended in the S.W. Corridor Study in the Regional Transportation Plan, would make these projects eligible to receive state and federal funding for their design and construction.

NOW, THEREFORE, BE RESOLVED that The City of Tualatin supports the adoption of the draft conclusions, recommendations, and evaluation of alternatives for the S.W. Corridor Study as prepared by Metro into the Regional Transportation Plan.

INTRODUCED AND ADOPTED this 23rd day of March, 1987.

CITY OF TUALATIN, OREGON

By Luanne D. Thielke
Mayor

ATTEST:

By Stephen A. Rhodes
City Recorder

City of Sherwood, OR

RESOLUTION No. 87-373

A RESOLUTION ENDORSING THE FINDINGS OF THE SOUTHWEST CORRIDOR STUDY, AS PREPARED BY THE METROPOLITAN SERVICE DISTRICT (METRO), AND APPROVED BY THE METRO PORTLAND JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT), AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, METRO has published draft findings and recommendations from the S.W. Corridor Study, including the inclusion of the "Western Bypass" in the Regional Transportation Plan (RTP); and

WHEREAS, JPACT has approved the draft Corridor Study for public hearing in April, 1987, with probable consideration of the final document by the METRO Council in May, 1987; and

WHEREAS, the City of Sherwood has been fully supportive of this two year effort, including passing Resolution No. 315 (attached and made part of this new resolution) to that effect on February 13, 1985; and

WHEREAS, the statements made in Resolution No. 315 have been borne out by the Corridor Study, and now need to become part of public policy through incorporation into the RTP.

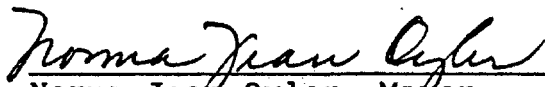
NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. Regional Transportation Plan. That JPACT and METRO move to approve and adopt the findings of the Southwest Corridor Study, and make appropriate amendments to the RTP, prior to June, 1987.

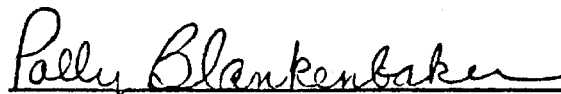
Section 2. State of Oregon. That the Oregon Department of Transportation, Oregon Transportation Commission, Office of the Governor, and other applicable State agencies, immediately begin the consideration of staging and financing alternatives for the Western Bypass, upon incorporation into the RTP.

Section 3. Transmittal. That the City Recorder is authorized to immediately transmit copies of this Resolution to appropriate officials at Washington County, JPACT, OTC, ODOT, METRO, and to Governor Goldschmidt.

Adopted by the Sherwood City Council March 25, 1987.



Norma Jean Oyler, Mayor
City of Sherwood



Polly Blankenbaker, Recorder

	<u>AYE</u>	<u>NAY</u>
OYLER	<u>✓</u>	_____
MANDERFELD	<u>✓</u>	_____
BIRCHILL	<u>✓</u>	_____
STEWART	<u>✓</u>	_____
NIGHTINGALE	<u>✓</u>	_____

CITY OF SHERWOOD, OREGON

RESOLUTION NO. 315

A RESOLUTION SUPPORTING THE PLANNING, ENGINEERING AND CONSTRUCTION OF A MAJOR ARTERIAL BYPASS ROADWAY BETWEEN ALOHA AND TUALATIN AND PASSING THROUGH SHERWOOD AND URGING WASHINGTON COUNTY, THE METROPOLITAN SERVICE DISTRICT AND OREGON DEPARTMENT OF TRANSPORTATION TO MAKE CONSTRUCTION OF THE ROAD A HIGH PRIORITY.

WHEREAS, the maintenance and expansion of regional and subregional transportation facilities is of critical importance to the continued and future economic growth of Washington County, Washington County communities along the "I-5 Corridor" and the City of Sherwood.

WHEREAS, present north-south major arterial and highway standard roadways, specifically Highway 99W and Oregon 217 are no longer sufficient to handle the existing and anticipated growth in traffic volumes, both for private vehicles and commercial and industrial traffic.

WHEREAS, the lack of adequate north-south major arterial routes are causing trucking and other traffic to utilize collector and arterial streets not designed for heavy loads as alternative transportation routes, which results in congestion, unsafe conditions and accelerated deterioration of these roadways.


WHEREAS, land suitable for quality industrial and commercial development, which would employ the citizens of the County and the State, remains vacant, in part due to the traffic difficulties encountered on major transportation links into areas of the County any distance west of Highway 217 and I-5.

WHEREAS, construction of a "Western" bypass from the communities of Aloha and Hillsboro, through Sherwood and intersecting with I-5 in the vicinity of the cities of Tualatin and Wilsonville would in large measure alleviate existing north-south regional traffic problems and accelerate the economic development in the southeastern and western portions of Washington County, to the ultimate benefit of citizens of the entire metropolitan area and the State.

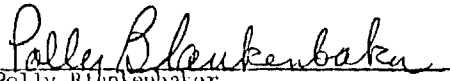
NOW THEREFORE IT IS HEREBY RESOLVED:

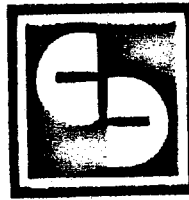
1. That the Council of the City of Sherwood fully supports the planning, engineering and construction of a "Western Bypass" road linking the communities of Aloha, Hillsboro, Sherwood, Tualatin and Wilsonville and adjacent areas.
2. That the Washington County Board of Commissioners, the Metropolitan Service District (METRO) and the Oregon Department of Transportation (ODOT) declare the "Western Bypass" a highest priority project and proceed to provide funds for planning, engineering and construction in the immediate future.
3. That the Sherwood City Recorder be directed to transmit copies of this Resolution to the County Commissioners, the METRO council, appropriate ODOT officials and State and Federal elected officials representing the City of Sherwood.

PASSED BY THE CITY COUNCIL AT ITS MEETING OF FEBRUARY 13, 1985.


Mary Tobin, Mayor of the
City of Sherwood

ATTEST:


Polly Blenkinsbaker
Recorder



SHERWOOD
CHAMBER OF
COMMERCE

April 14, 1987

TO: Richard Waker
JPACT Hearings Officer
Southwest Corridor Study

FROM: James Rapp
City Manager, City of Sherwood
President, Sherwood Chamber of Commerce

RE: Endorsement of Southwest Corridor Study

Thank you for the opportunity of speaking tonight in support of the recommendations contained in METRO's Southwest Corridor Study. My name is Jim Rapp, and I am City Manager of the City of Sherwood. I am also President of the Sherwood Chamber of Commerce, and am representing both organizations in my comments.

The Sherwood City Council has repeatedly gone on record in support of the construction of a Western Bypass. This support has been consistent throughout my three years with the City, and through numerous changes in the composition of our Council. Most recently, the City unanimously approved Resolution No. 87-373 which I submit for your consideration. Attached is an earlier resolution, passed in February 1985, which also endorses the Bypass. I will not repeat all the points made in favor of the Bypass in these documents here tonight.

The Sherwood Chamber of Commerce is of a like mind, with the Chamber Board of Directors most recently voting their unanimous

support of the Western Bypass just yesterday, April 14. Other Chamber officers, prior to my term of office, have testified on behalf of this transportation solution before the Oregon Transportation Commission, and in other settings. The Sherwood School District Board has also expressed strong support for the Bypass in the past. Sherwood considers a new transportation alternative between Interstate Highway 5 and Pacific Highway 99 West to be the central issue confronting our community, along with improved links to the Sunset Corridor.

In practically all respects the Southwest Corridor already exists, and will continue to do so whatever the fate of the METRO study. The only element that the Corridor presently lacks is the 4 - 5 lanes of limited access blacktop needed to make it operate efficiently. Today, the Corridor consists of Durham Road, Tualatin Road, Edy Road, Tualatin-Sherwood Road, and I suspect even Wilsonville Road between Newberg and Wilsonville. I invite anyone for whom the columns of Average Daily Trip counts in the Southwest Corridor Study hold little meaning, to have breakfast with me on the north side of Shari's Restaurant at Six Corners sometime. The volume of traffic feeding through this intersection is astounding, particularly the numbers of trucks and trailers. Projections show that this present peak hour traffic will triple over the next 18 years. Sherwood wants to develop into a balanced, economically stable, and liveable City, we do not wish to be known as the bottleneck for regional, coastal to Portland, and interstate traffic.

We also don't wish to be known as Sheridan, OR. For instance, we recieve regular inquiries as to where the new

Federal prison is going. This is not intended as a slight to our fine neighbor 50 miles to the south, but it seems that most Metropolitan Portland residents perceive us as being located at a vast distance from downtown Portland. One can appreciate the basis of this perception by looking at any map. The most direct "apparent" route to Sherwood is down Highway 217 and through over 15 traffic lights on Highway 99W. The Bypass will provide a clear alternative, permitting us to grow in an orderly manner, and keep lost truckers from wandering around narrow Sherwood Old Town streets, while trying to find the fabled "Southwest Passage".

cc: Mayor and Council
Chamber Board of Directors

CITY OF
Wilsonville

(4) RECEIVED APR 15 1987
30000 S.W. Town Center Loop E. • P.O. Box 220 • 503-682-1011

Wilsonville, Oregon 97070

April 15, 1987

Richard Waker
Presiding Officer
Metropolitan Service District
2000 S. W. First Avenue
Portland, Oregon 97201-5398

RE: JPACT HEARING ON SOUTHWEST CORRIDOR STUDY, SOUTHER
AUDITORIUM, ST. VINCENT HOSPITAL, 9205 SW BARNES ROAD

Dear Mr. Chairman:

My name is Bill Stark, Mayor of Wilsonville, P. O. Box 220,
Wilsonville, Oregon 97070.

I have represented the City of Wilsonville on the Southwest
Corridor Policy Committee since the inception of the Southwest
Corridor Study.

I have been a professional traffic engineer all my life and can
readily relate to the technical data provided by the Southwest
Corridor Study Technical Advisory Committee. I wholeheartedly
support the study conclusions and recommendations outlined in the
Southwest Corridor Study Draft, February, 1987.

On April 13, 1987, the Wilsonville City Council adopted a
resolution endorsing the findings of the Southwest Corridor Study
as prepared by METRO and approved by the METRO Portland Joint
Policy Advisory Committee on Transportation.

We feel the proposed bypass is an integral part of the
transportation needs of the Southwest Corridor and indeed, could
eventually be extended north from the Sunset Highway to connect
with I-5 north of Vancouver, thereby creating a circumvential
route including I-205.

Thank you Mr. Chairman, for allowing us to present our views
which are to support the Southwest Corridor Study Conclusions and
Recommendations as outlined in the Southwest Corridor Study
Draft, February, 1987.

William E. Stark
William E. Stark, Mayor
City of Wilsonville

RESOLUTION NO. 605

A RESOLUTION ENDORSING THE FINDINGS OF THE SOUTHWEST CORRIDOR STUDY, AS PREPARED BY THE METROPOLITAN SERVICE DISTRICT (METRO), AND APPROVED BY THE METRO PORTLAND JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

WHEREAS, METRO has published draft, findings, and recommendations from the S. W. Corridor Study, including the inclusion of the "Western Bypass" in the Regional Transportation Plan (RTP); and

WHEREAS, JPACT has approved the draft Corridor Study for public hearing in April, 1987, with probable consideration of the final document by the METRO Council in May, 1987; and

WHEREAS, the City of Wilsonville has been fully supportive of this two year effort.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. Regional Transportation Plan. That JPACT and METRO move to approve and adopt the findings of the Southwest Corridor Study, and make appropriate amendments to the RPT, prior to June, 1987.

Section 2. State of Oregon. That the Oregon Department of Transportation, Oregon Transportation Commission, Office of the Governor, and other applicable State agencies, immediately begin the consideration of staging and financing alternatives for the Western Bypass, upon incorporation into the RTP.

Section 3. Transmittal. That the City Recorder is authorized to immediately transmit copies of this Resolution to appropriate officials at Washington County, JPACT, OTC, ODOT, METRO, and to Governor Goldschmidt.

ADOPTED by the City Council of the City of Wilsonville at a special meeting thereof this 13th day of April, 1987, and filed with the Wilsonville City Recorder this same date.

William E. Stark

WILLIAM E. STARK, Mayor

ATTEST:

Vera A. Rojas

VERA A. ROJAS, City Recorder

Summary of Votes

Mayor Stark	<u>Aye</u>
Councilor Gardiner	<u>AYE</u>
Councilor Clarke	<u>AYE</u>
Councilor Edwards	<u>AYE</u>
Councilor Stokes	<u>AYE</u>



NORTH PLAINS CHAMBER OF COMMERCE
P.O. BOX 537
NORTH PLAINS, OREGON 97133
503-647-2207

April 15, 1987

TO WHOM IT MAY CONCERN:

On April 13, 1987 the North Plains Chamber of Commerce at it's regular meeting gave full support to the ~~North-South~~ *SOUTH WEST CORRIDOR* ~~area~~ connecting I-5 and Highway-26.

As a newly formed Chamber of eight months, we anticipate increased activity on all phases of planned growth.

Sincerely,

Robert Kindel Jr.

Robert Kindel, Jr.
President



City of North Plains

440 COMMERCIAL AVENUE, P.O. BOX 537, NORTH PLAINS, OREGON 97133-0537

503/647-5555

April 15, 1987

TO WHOM IT MAY CONCERN:

On April 14, 1987 the North Plains City Council endorsed full support of a ^{SOUTHWEST CORRIDOR} North/South access connecting Highway 26 and I-5 Highway in Washington County.

With the potential growth, our county needs this ^{CORRIDOR} access to ^{SERVE} ~~more~~ all facets of transportation. Let's for once move ahead, not behind.

If we want to work and live in Washington County, let us be able to move about. Let's think about our children, not just about today and ourselves.

Sincerely,

Robert Kindel Jr.

Robert Kindel, Jr.
Mayor
City of North Plains

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE BEAVERTON AREA CHAMBER OF COMMERCE

A RESOLUTION OF THE BEAVERTON AREA CHAMBER OF COMMERCE DECLARING ITS
SUPPORT FOR THE SOUTHWEST CORRIDOR STUDY.

WHEREAS, the Beaverton Area Chamber of Commerce along with the City of Beaverton, Washington County, and other cities in Washington, Multnomah, and Clackamas counties, have been involved in the development of the Southwest Corridor Study Draft Conclusions, Recommendations and Evaluation of Alternatives, Report, and

WHEREAS, the study has identified those highway improvements which need to be added to the Regional Transportation Plan to serve transportation needs within the next 20 years, and

WHEREAS, the Beaverton Chamber has identified Oregon needs a new transportation facility to provide expanded north-south access, through Washington County and the region, to provide meaningful linkage between Oregon commercial centers, and provide a potential for connection to Highway 30, and

WHEREAS, this north-south access highway will provide a competitive advantage for Oregon workers and opportunities for the future,

Now, therefore, be it resolved that the Board of Directors hereby supports the Southwest Corridor Study recommendations for highway improvements and further resolves to pledge its time, support and cooperation in the implementation of this study.

Dated April 15, 1987

Signed Andy Jordan
ad

DAVID R. BOWMAN
7387 S.W. DELAWARE CR.
TUALATIN, OR. 97062
692-5290

To: Metro Joint Policy Advisory
Committee On Transportation

Subject: Southwest Corridor Study Draft

In reviewing the Southwest Corridor Study Draft, I find many benefits to the circumferential and radial movement of the southwest area in the study draft. I do feel there has been a lack of addressing the Southwest, both Close-in and Far.. Where much of the work addresses Washington County West and does not address Highway 99W, Boones Ferry Road all, Stafford Rd. all and I-205. I reference, Conclusions and Recommendations, first sentence, "western" not southwest, third paragraph first sentence, "Sunset corridor", and fourth paragraph first sentence, "Sunset" not 99W..

If this was to be a Southwest Corridor Study, I then take complete exception to Conclusions and Recommendations paragraph five. The most significant issue that needed to be addressed was the total congestion that exists today and how to relieve that as soon as possible and how to fund that.

If, after the preceeding reasoning, you feel the Draft Conclusions are for the most part right please address Conclusion 6. The Bypass from I-5 should not be north of Norwood Road because of the following facts.

1. Tonguin Scablands

As described in Cataclysms on the Columbia, Timber Press by John Allen and Marjorie Burns, with Samuel C Sargent, "Near Tonquin, between Sherwood and Tualatin, ... the finest example of scablands to be seen in Oregon." The area exists between Boones Ferry Rd. and Murdock RD. and south of Sherwood Rd. and Nasoma Rd., which are now Tualatin-Sherwood Rd. and Avery St. "(see attached map)

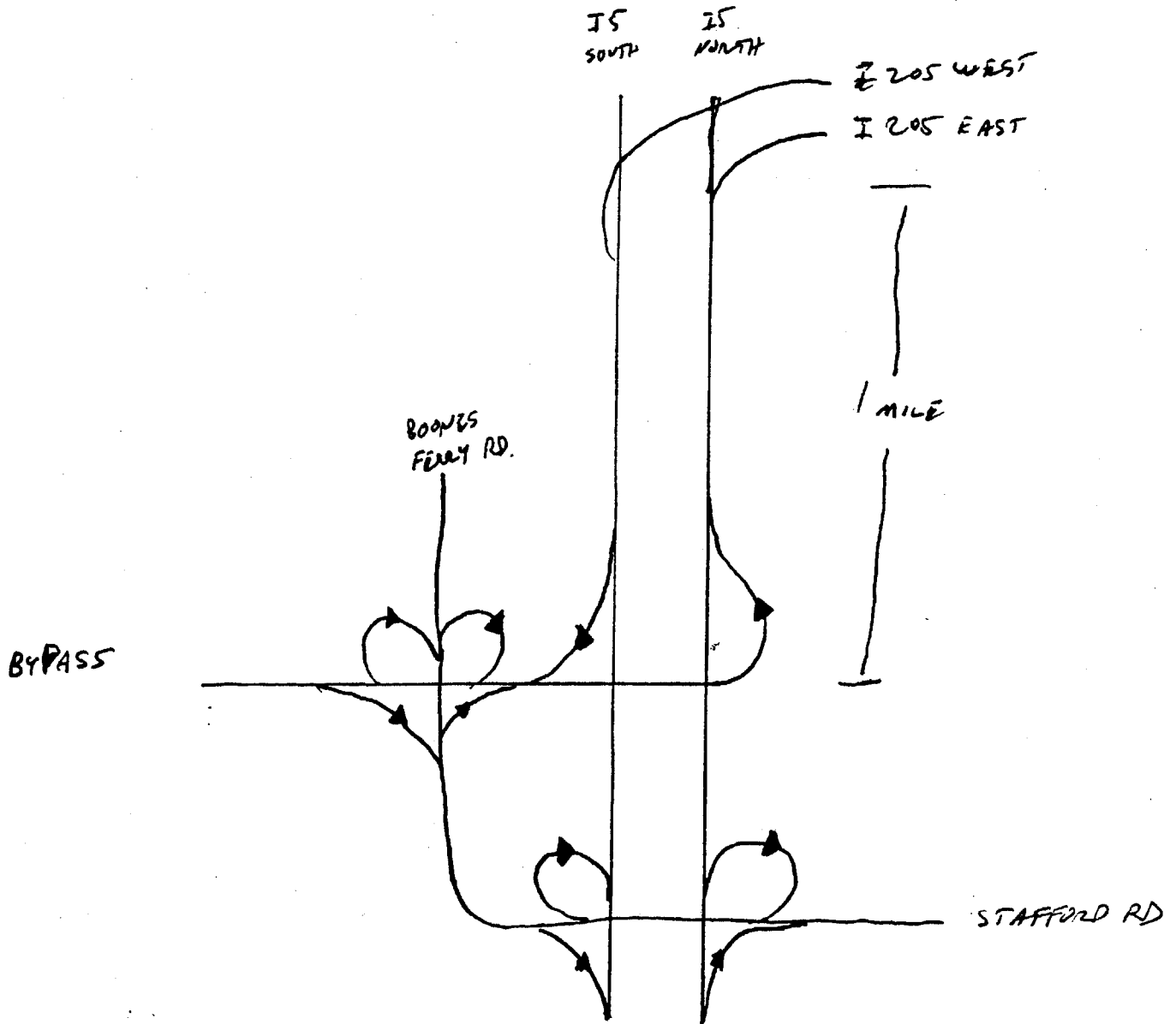
The attached pages 59,60,61,and 62 show that, "Because of the areas significance as a geologic site and habitat for wildlife, the emphasis of potentail "facilities" and activities should be on those that are low-intensity, passive, and non-consumptive."

2. Exsisting Residential Housing

West of I-5 on proposed route, Recommended Action 1. " Map R1, there would be the displacement of thirty to forty exsisting homes and the loss of three times as much vacant residential land which Tualatin has little left, within the Urban Growth Boundry. With the placement on Map R1 there would become a barrier north of the residential housing vacant land and the residential area and school to the north which would change the character of the area.

3. Possible placement of I-5 to 99W Road south of Norwood Road.

Alignment of the area of Day Rd. and Morgan Rd. south of Sherwoods Sunset Blvd.. Close Stafford RD. I-5 North onramp and South offramp. Use I-5 to 99W Road interchange at Boones Ferry RD. and I-5 south and west bound I-5 to 99W Road use Boones Ferry Rd. and Stafford interchange.



In addressing circumferential movement I-205 was not addressed. I feel all changes addressed become in valid if I-205 is not upgraded to six lanes, I-5 to Oregon City. Between 3:30 PM and 6:30 PM I-205 in both directions is at capacity now and with projections in this draft by the year 2005 I-205 will not be able to function without improvement to at least six lanes.

In conclusion I would like to stress the importance of citizen involvement in these cases. I attended several meetings of the Citizens Advisory Committee, at which time I found all material already prepared and written by TAC and staff. If citizens elect you to set policy for them and you hire staff to implement policy, citizens should be involved first not last in the chain of decision making. Staff should provide facts needed, not their own plans and facts to agree with the plan. to citizens to address many ideas, to develop the final Citizens Advisory Conclusions, Recommendations and Evaluation Alternatives Draft.

Thank You

The block contains two handwritten signatures. The first signature is in cursive and appears to read 'David R. Bowman'. The second signature is also in cursive and appears to read 'Donna M. Bowman'. Both signatures are written in dark ink.

David R. Bowman

Donna M. Bowman

Tonquin Scablands Geologic Area

The Tonquin Scablands Geologic Area has been identified by Washington County as a significant natural area (Volume I, Resource Document, Washington County Comprehensive Plan, 1982). The area, consisting of roughly five square miles, includes several sites of particular geologic and biological importance (see Figure 3-4). It is considered by Dr. John Allen, Professor Emeritus at Portland State University, to be the finest example of scablands to be seen in Oregon.

The scablands were formed during the late Pleistocene Ice Age when dozens of catastrophic glacial floods inundated the Willamette Valley. The major conduits for the floodwaters, other than the Willamette Valley Gorge south of Oregon City, were the Lake Oswego gap and the Tonquin lowland in the extreme southeastern part of Washington County. The high velocity floods scoured the low-lying hills between Sherwood, Tualatin and Wilsonville, and carved in a series of channels, depressions and deeply marked bedrock knolls and channel walls. Evidence of this scouring to bedrock can be seen up to the 300-foot elevation along with "glacial erratics" (rocks from the Canadian Rockies which were carried by glaciers) that are scattered throughout the Willamette Valley.

Of the eight major geologic features that have been identified within the scablands, one is located within the Tualatin Urban Growth Boundary and several are adjacent to the UGB. The site consists of a half-mile long depression north of the community of Tonquin following the route of the Burlington Northern Railroad. The southern half is now a swamp and the northern half is a shallow lake. Part of the adjacent west facing cliffs are vegetated with relatively drought-tolerant plants because of the shallow soil; the dominance of Pacific madrone (Arbutus menziesii) is especially striking for a locale in the northern Willamette Valley. This may be the premier site in the Scablands most deserving of preservation.

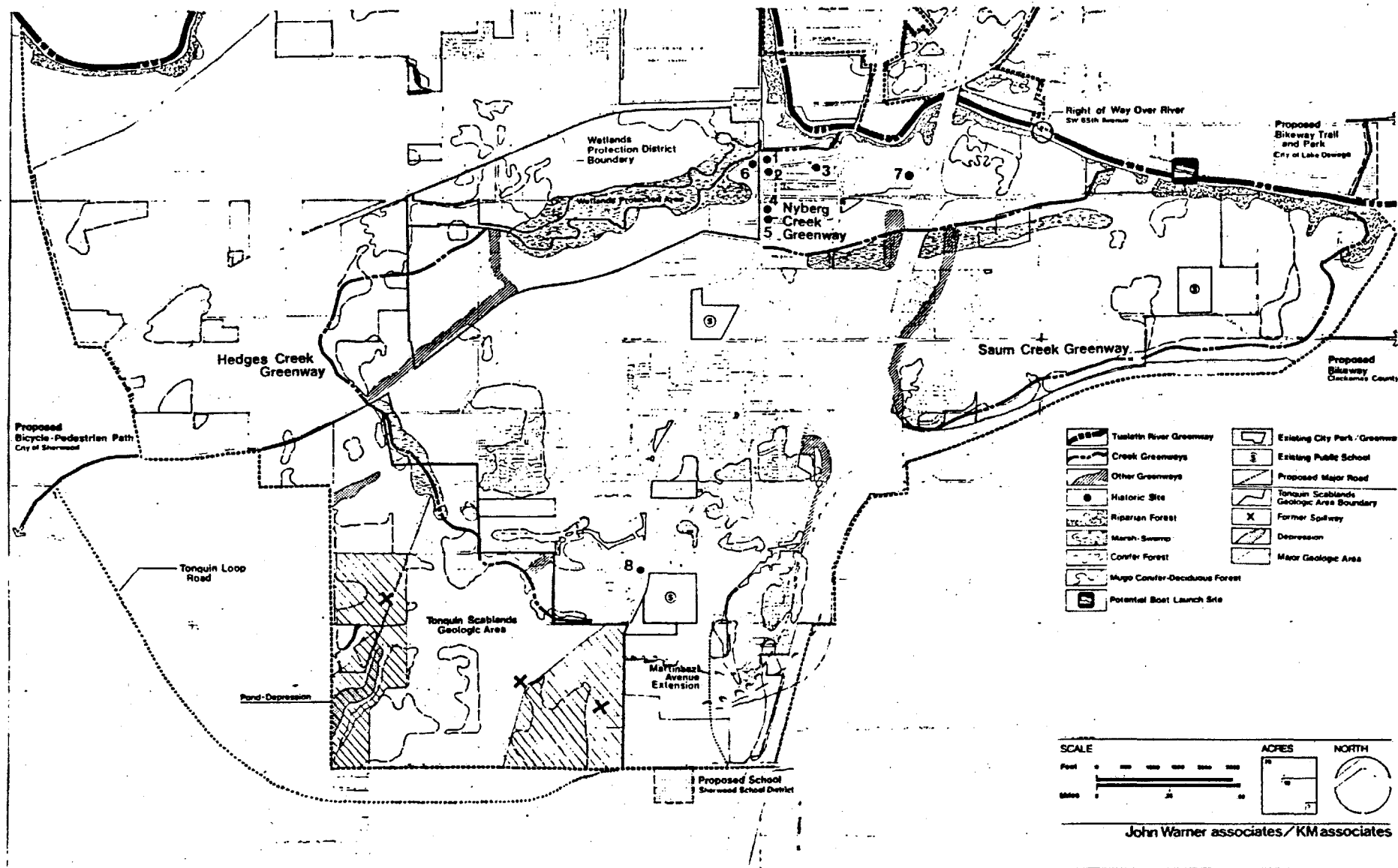
Rock quarrying west of this site has already destroyed a sizeable portion of the scablands. Purchase of the wetland, channel slopes, and representative adjacent areas by a public or quasi-public agency would be the preferred solution to preservation of the area. The Oregon Parks and Recreation Division has responsibilities of this type.

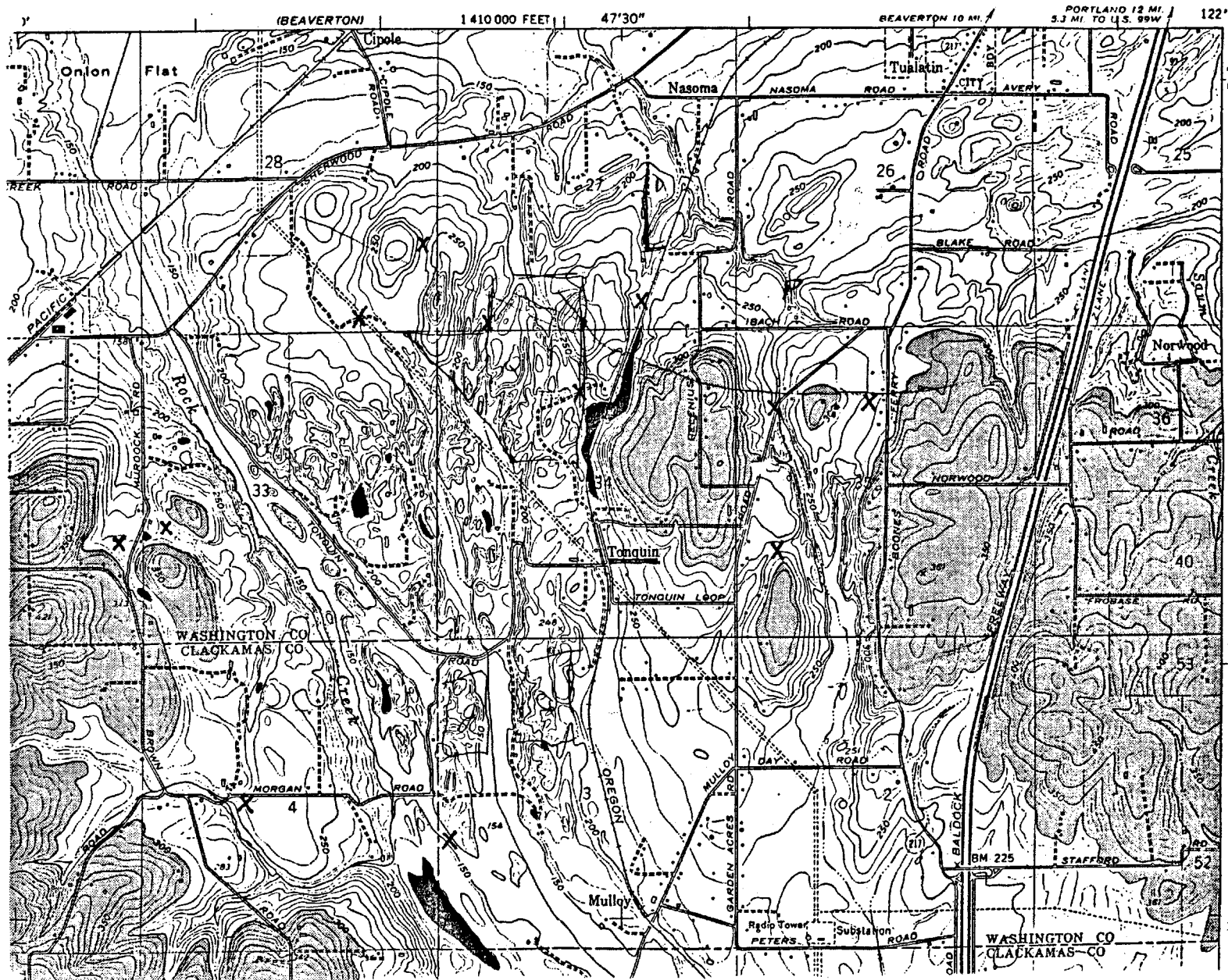
Use of the area for recreation now appears to be limited because no public access is available and because most of the area is privately owned. The Audubon Society does, however, conduct occasional hikes with small groups into the ponds area mentioned previously via the Burlington Northern Railroad line.

Future public recreational opportunities will likely continue in the same manner unless: 1) arrangements are made with land-owners to allow access; or 2) scabland sites are acquired in fee, or easements are secured. Assistance in acquisition could possibly involve groups such as the Nature Conservancy or private foundations. (See Chapter Two for a discussion of foundations and other funding sources).

Because of the area's significance as a geologic site and habitat for wildlife, the emphasis of potential "facilities" and activities should be on those that are low-intensity,

passive, and non-consumptive. As suggested for the wetland trails, interpretive exhibits and observation blinds may represent the most appropriate kinds of facilities for the scablands.





April 15, 1987
St. Vincent's

My name is Geraldine Ball, 11515 S. W. 91st Avenue, Tigard.
I am certainly in favor of the Western By-Pass as presented in the Southwest Corridor Study with one exception. I feel that 99W between I-5 and Hwy. 217 should be widened in the first 10 years rather than the second 10 years.

In all probability Moyer will be developing an eight theatre complex in the near future, which will generate more traffic, on a road already congested.

Also a Park and Ride is desperately needed in that section of 99W if transit is going to play a big part in transportation. The transit station on Barbur is ~~already~~ filled by 8:00 A.M. and the Burlingame street parking is pretty much filled now. A lot of people park on the Payless-Albertson lot in Tigard but that can't continue when they move to a new location the latter part of this year.

Since the state already owns most of the right-of-way that would be needed, it would not be as expensive a project as most where all the right-of-way has to be acquired.

I do not feel that the Bypass will help relieve the congestion between I-5 and Hwy. 217 to any degree.

Also it is very possible the Tigard Triangle will develop in the next 10 years bringing more cars to the area.

I hope you will give my suggestion some consideration. Please make this part of the Public Hearing record. Thank you.

PREPARED STATEMENT

GARY L. CONKLING
DIRECTOR, PUBLIC AFFAIRS
TEKTRONIX, INC.

SOUTHWEST CORRIDOR STUDY
April 15, 1987
St. Vincent's Hospital

Thank you for this opportunity tonight to comment on the Southwest Corridor Study. On behalf of Tektronix, Inc., I would like to express our general support for the study and its recommendations. Our principal reservation is that the study does not go far enough.

We strongly support the recommendation to build a north-south highway through the central part of Washington County. However, the study, for reasons that are not clear to us, did not examine the full natural transportation corridor that extends north from the Sunset Highway to Highway 30 and connect with a third Portland-area bridge over the Columbia River.

We also strongly support the study's recommendation to pursue improvements on the Sunset Highway, on Highway 217 and on urban arterials. Again, we don't believe adequate consideration was given to improvements on Highway 217 and other arterials north of the Sunset Highway.

Finally, Tektronix supports expanded transit service in Washington County that addresses needs of Washington County residents, many of whom today are under-served, especially in relation to the payroll tax dollars paid by employers in Washington County. However, before money is spent on transit planning or engineering, we believe a thoughtful reconsideration is required to examine whether transit assumptions made almost two decades ago remain true. There is too much evidence that progressive, growing communities adjacent to major metropolitan areas elsewhere in the nation have identified different transit needs and pursued different service requirements than was anticipated when most of our current plans were drawn. We should reserve the option to change our mind if alternatives are discovered that better match our service needs.

Our support for the north-south highway and other highway improvements is based on our view that Washington County has an extremely inadequate transportation network. Indeed, if the Washington County population center, with its important statewide industrial and commercial enterprises, was located anywhere but next to Portland, the state of its transportation infrastructure would be considered scandalous. Because Washington County is next to Portland, we have allowed ourselves to view it as a suburb, in the sense that people live there, but don't really subsist there. Facts don't support that conclusion. Increasingly people who reside in Washington County also work here, shop here, recreate here and, in the truest sense of the word, live here.

This is not to say Washington County is separated from Portland, the rest of the metropolitan area or the surrounding rural and urbanizing areas. On the contrary, Washington County is becoming more central to these areas' well-being. The problem: Washington County is rapidly degenerating into a congested mess that could have the entire region's growth potential.

People who must go to Washington County for business or other purposes find it more and more difficult to get to where they need to go and to get out when they are done. The Tualatin Valley Highway is perpetually clogged. It turns into a parking lot inside Beaverton near Highway 217. Highway 217 is crowded virtually all the time. So is the Sunset Highway.

One reason for this congestion is that there are few, if any, options, especially if you want to go north or south. For people heading south, there is little choice but to head east on the Sunset or TV Highway, then south on Highway 217. For people heading north, their choice is to head east on the Sunset Highway, squeeze through the Vista Tunnel and turn left. That's true for people who want to go to northwest Portland, north Portland, northeast Portland or Vancouver. Ironically, the only real alternative during rush hours to go such places as Portland International Airport is going south on Highway 217 to I-5 and catch I-205.

A major north-south highway through Washington County would address these growing needs. The so-called western bypass endorsed in the Southwest Corridor Study speaks to the southerly access, but not to the northerly access. Both are essential and should be planned for now.

Governor Neil Goldschmidt and the Oregon Transportation Commission are taking steps, with legislative approval, to secure new financial resources to undertake major highway improvements that are linked to expanding Oregon's economic development potential, whether through industry, agriculture or tourism. This is a worthy objective.

However, improvements to Highway 30 and Highway 99 will be unduly limited unless there the north-south highway in Washington County is built. Moreover, east Multnomah County, the Columbia South Shore and Portland International Airport will not be able to take full advantage of the growth occurring in Washington County unless an improved circumferential transportation system is provided. In this light, the north-south highway in Washington County is part of a set of projects including the Sunrise Corridor and the I-84-Highway 26 connector that all merit being added to the regional transportation plan.

One final point on this subject. It is easy in discussions over transportation to focus on passenger traffic and not the movement of goods. With the growth of a high technology manufacturing sector in Washington County, the movement of goods, including those involving hazardous materials, rates more careful consideration. Industry in highly competitive markets must have good transportation systems to support Just-In-Time inventory control and timely customer deliveries. Today, we have little more than a farm-to-market road system. That doesn't match our industrial, commercial or residential needs. Our needs require greater ability to move within Washington County and greater ability to move without Washington County to the north and south. The north-south highway partially envisioned in the Southwest Corridor Study is a step in the right direction.

It is truly ironic, and more than a little disappointing frankly, that our colleagues in the State of Washington see the need and potential for this north-south highway and a third bridge across the Columbia more clearly than we do.

Let me conclude with a comment on transit. Transportation planners, try as hard as they might, haven't predicted very accurately what Oregonians on the west side of Portland and in Washington County will do to get to work and to shopping and recreation areas. Nor have they convinced them of what to do. I make no judgment on that circumstance other than to suggest perhaps it is time to make sure we have a market for transit ideas before we proceed to build them.

It doesn't take very much insight to recognize that the transportation patterns of west siders is distinctly different from those of Portlanders who live in the inner east side of the city. This is not an argument against transit. It is an argument for market-driven transit.

We seemingly don't know how to serve the west side in any real market sense, yet we are preparing to spend millions to study a solution that was proposed in the 1970s and won't be built until the 1990s, if then. At the same time, progressive communities such as Fairfax, Virginia and suburban areas around Chicago are exploring innovative transit options to support populations that increasingly work, shop and live without going to their respective central business districts.

We are proposing a trunk system to collect transit riders when we don't have more than a shadow of a transit system. Even if we had the ridership for a robust transit system, we don't have the roadways in Washington County to support it. Even our best roads, including ones designed for buses, can't stand up to transit traffic. Moreover, we are pursuing land-use and development policies in Washington County that limit densities. We have encouraged the interspersation of industry and housing. Our industrial parks are campus-like and usually are surrounded by multi-family housing and commercial centers. We take pride in this type of development, as we should, but it complicates if not confounds trunk-line transit service.

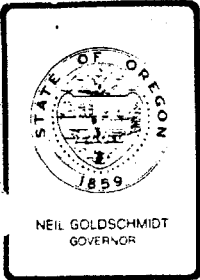
Therefore, our plea is to keep transit planning in the forefront of our thinking, but to view it with more realism. We need to be more market-driven. Until we are driven by transit riders, we should apply the brakes to overcommitting on projects riding on assumptions from the past.

In summary, then, Tektronix supports adding the so-called western bypass to the Portland metropolitan regional transportation plan so preliminary engineering and phased work on the highway can begin. We also urge Metro, the Department of Transportation and Washington County to pursue other highway and urban arterial improvements such as Highway 217 and the Sunset Highway.

We disagree that work should proceed on engineering for the proposed westside light rail project. It is premature because we don't know enough about how to provide effective transit service in Washington County. Instead, efforts should be made to find out what potential markets exist in Washington County for transit and to begin providing that service. This will prove to be much more profitable to Tri-Met, which already is in deep financial trouble and can ill-afford another major project to subsidize.

Finally, we strongly urge you to review, in coordination with the State of Washington, extending the western bypass north to Highway 30 at a location advantageous to a third Columbia River bridge. This review should be undertaken immediately in order to place this corridor in contention for expected new state highway construction dollars. This review should not be used to slow down the recommendations of the Southwest Corridor Study, which only would be enhanced by the decision to extend the bypass farther north.

Thank you again for the opportunity to share our views.



Department of Land Conservation and Development

1175 COURT STREET NE, SALEM, OREGON 97310-0590 PHONE (503) 378-4926

April 15. 1987

Mr. Richard Waker, Chairman
Joint Policy Advisory Committee
on Transportation
Metro
2000 S.W. First Ave.
Portland, OR. 97201

RE.: Testimony on the Draft Southwest Corridor Study Conclusions,
Recommendations and Evaluation of Alternatives Report

Dear Mr. Waker:

The Department of Land Conservation and Development (DLCD) appreciates the opportunity to review and comment on the draft Southwest Corridor Study. We commend the Metro Executive Officer, Council and staff on a finely conceived and executed study design, process and report. Metro has produced in this study an effective tool for making decisions about the transportation system serving a significant urban area in the Portland region.

The DLCD concurs with the recommended actions listed in the Study, with the following exceptions and comments. They pertain to the relationship and timing of comprehensive land use planning and one of its major components, namely, transportation planning.

First, the eventual action to amend the RTP should include appropriate findings showing compliance with the Statewide Planning Goals. This position, which has been discussed with Metro in the past, has been affirmed by LUBA Order No. 86-022. We advise and urge Metro therefore to include these findings in the ordinance amending the RTP. The RTP is a significant document because of its affect on transportation project proposals. It is the "funnel" through which transportation projects usually move to the Metro Transportation Improvement Program and the ODOT Six-Year Highway Improvement Program, thereby becoming eligible for funding and constuction. The time for findings justifying land use compliance, and consistency between land use and transportation, is at the outset of official, public commitment to transportation projects, when the RTP is amended.

For projects shown therefore in Maps R1 and R2 which are within the Metro UGB, the documentation prepared by this Study is most likely an adequate bases for such findings. However, as indicated by recommended action number seven, the Western Bypass project located outside the UGB lacks sufficient land use findings at this time to justify its addition to the RTP. Steps a) through e) of recommended action seven are appropriate steps for determining whether the RTP should be amended to add the Western Bypass. This process, if successfully completed, could address the Statewide Goal concerns with the possible exception of certain Goal 5 or 6 issues which later locational engineering might reveal. The Staging Plan developed in this Study provides evidence of adequate time to complete the land use analysis before adding the Western Bypass to the RTP. With this change the expenditure of funds noted in recommended action four could be deferred pending land use confirmation.

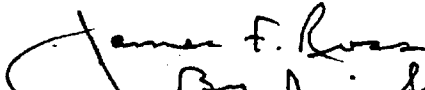
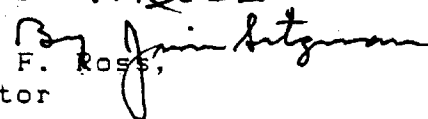
Second, the two Western Bypass interchanges lying outside the current UGB are estimated for development late in the 10-25 year Stage 2. The DLCDD recommends therefore that Metro and Washington County wait a period of years before the Statewide Goal compliance analysis is conducted and an RTP amendment is considered for the interchanges. We commend the fact that the projects identified in Stage 1 are independent from the Bypass and interchanges in Stage 2. As a result of this independence, the land use analysis can be scheduled to benefit from several more years of actual development and to view alternatives which may later be more evident and/or acceptable. Also, the pressures on rural activities in the areas surrounding the proposed interchanges will be diminished in the interim.

Third, the DLCDD believes that eventual approval and construction of a Western Bypass and interchanges, without prior UGB amendments, would necessitate strict limitations on surrounding rural area uses, plan amendments and zoning changes. We recommend therefore that language stating this expectation be added to the Study and included in the recommended actions. Such limitations would most likely be implemented in the Washington County comprehensive plan. But they should appear first as conditions stated when the project(s) are included in the RTP.

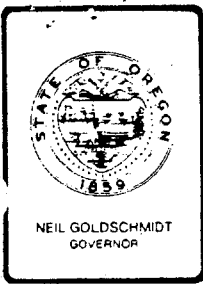
Thank you for this opportunity to comment on this important

Study. Your favorable action on our comments will be appreciated. I and members of the DLCD staff are available for follow-up consultation on this testimony or other issues pertaining to the Study.

Sincerely,


By 
James F. Ross,
Director

cc. Gail L. Achterman, Governor's Office
Rena Cusma, Metro
Bonnie Hayes, Washington Co.
Gladys McCoy, Multnomah Co.
Ed Lindquist, Clackamas Co.
Bud Clark, City of Portland
Larry Cole, Beaverton
Shirley Huffman, Hillsboro
James Larkins, Cornelius
Clifford Clark, Forest Grove
Tom Brian, Tigard
Norma Oyler, Sherwood
Luanne Thielke, Tualatin



Department of Environmental Quality

811 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204 PHONE: (503) 229-5696

April 15, 1987

Andrew Cotugno
Metro
2000 SW First Avenue
Portland, OR 97201-5398

Re: SW Corridor Study Comments

Andy,

The Department would like to amplify upon our comments on the Southwest (SW) Corridor Study, expressed at both TPAC and JPACT. The key issue with respect to both air quality and water quality is secondary growth impacts arising from improved accessibility. Although most of the concerns expressed by TPAC members focused on secondary growth and development associated with the Western Bypass alternative, secondary development would also apply to the 217/Sunset alternative.

The extent to which environmental issues can be accurately gauged for a corridor analysis is heavily dependent upon how well future land use can be estimated. Without a thorough examination of the land use issues raised by the SW Corridor Study, the identification of environmental issues may be misleading at best and as a result underestimate the effect. The Department would prefer to see some resolution of the issues described under item 7, p. V of the Conclusions and Recommendations before putting the Western Bypass facility on the regional transportation facilities map. Furthermore, the Southeast (SE) Corridor Study should be completed before any new, major facilities are incorporated into the Regional Transportation Plan (RTP). Once the SE Corridor Study is finished, TPAC and JPACT will have had time to gain a better understanding of the West Side Light Rail project, and we will have a better grasp on regional priorities. At that point in time, the region would be in a better position to amend the RTP in a comprehensive manner.

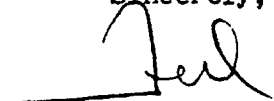
Specific comments on Air Quality are attached. The focus of our comments is on ozone and the need to maintain the standard in the post-2005 period. Since Metro is already in the process of preparing a year 2009 travel model, we would like Metro to simulate the SW Corridor Study alternatives on the 2009 system, after major questions on land use have been adequately addressed. We can readily furnish Metro appropriate year 2009 emission factors.

Metro
April 15, 1987
Page 2

The Water Quality Division has submitted specific comments, attached, in the form of a memorandum to Howard Harris. The Department is very concerned about the pollutant loadings in the Tualatin River. Secondary growth impacts are likely to affect the setting of waste load allocations for point source users. Another major issue is how storm water will be controlled.

Thank you for the opportunity to comment on this important Study.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Fred', with a horizontal line extending to the left.

Fred Hansen
Director

FH:a
AA6173
Attachments
cc: JPACT
TPAC

SW Corridor Air Quality Comments

The major future transportation/air quality issue for this region is likely to be ozone. Many areas of the country are likely to miss the December 31, 1987 deadline to meet the federal ozone standard. The Portland region, however, appears to be very close to meeting the standard. The Environmental Protection Agency (EPA) is in the process of establishing policy for the post-1987 period that may involve new controls and, for some areas, imposition of economic growth sanctions. The Portland area may well be affected by this emerging policy. The Department has tentatively identified a hydrocarbon emissions ceiling that will have to be maintained to stay within the ozone standard.

The Environmental Impact Reconnaissance section of the SW Corridor Study contains the following statement common to each project alternative: "Regional air quality is expected to improve as a result of auto emission improvements". This statement is accurate for the period up to 2005, since the fleet hydrocarbon emission factor is expected to be about one-half the level prevailing in 1987. However, due to the fact that statutory tail pipe emission rates certified by EPA for new cars are not anticipated to decrease in future years, the fleet emission rate will level out in the year 2005 and will stay essentially at the same level from 2005 to 2020. Therefore, VMT growth will likely be an important issue for the post-2005 period.

If new ozone controls come out of emerging EPA policy, then the region may be in an improved position to absorb VMT growth. Nevertheless, because of the currently projected leveling out of fleet emission factors and the expected additional capacity for the Western Bypass alternative beyond 2005, we would like Metro to simulate the major SW Corridor Study alternatives on the forthcoming year 2009 network, after the land use issues have been thoroughly examined.

STATE OF OREGONDEPARTMENT OF ENVIRONMENTAL QUALITYINTEROFFICE MEMOTO: ^{HHH} Howard Harris, AQ Division

DATE: April 9, 1987

FROM: Dick ^{MA} Nichols, WQ Division

SUBJECT: Southwest Corridor Study, Water Quality Concerns

The Water Quality Division has several concerns over the proposed Southwest Corridor study. The study area is located in the Tualatin River Basin where we currently are conducting an intensive assessment of water quality. Although the direct effects of construction will probably be small, construction will encourage secondary development. This development could have a major detrimental effect on water quality. The draft environmental reconnaissance provided by METRO ignores secondary effects, downplays direct water quality effects, and therefore does not provide an adequate analysis of water quality concerns associated with this project.

Either of the proposed basic alternatives would be expected to increase the intensity of urban development already anticipated in comprehensive plans for Washington County. The draft Southwest Corridor Study includes no statements concerning the effect of the anticipated increased rate of development on water quality.

Development would be expected to increase pollutant loadings, particularly for sediments, toxics, and nutrients. Increased pollutant loading associated with urbanization has been well documented by national urban runoff studies.

The anticipated increase in pollutant loadings can be demonstrated with DEQ data for the Tualatin basin. For example, median annual concentrations of total phosphorus are nearly twice as high in streams adjacent to urban areas as compared to agricultural areas. A similar pattern is apparent with other parameters measured in our study. Pollutant parameters showing load increases associated with urbanization in the Tualatin River basin include: ortho-phosphorus, ammonia nitrogen, sediments, bacteria, and fecal coliform.

Pollutant loadings in the Tualatin River are the focus of a law suit against EPA. The DEQ is currently proposing to set total maximum daily loads (TMDL) for some pollutants in the Tualatin basin. A TMDL is the amount of a pollutant that the stream can assimilate and still maintain water quality standards. The TMDL process will lead to waste load allocations (WLA). The WLA will distribute the TMDL for a pollutant to specific users. The load increase resulting from development will affect how the WLA's are distributed. In effect, implementation of either project alternative will result in an increase in the nonpoint source of

pollutants. The additional load will reduce the WLA available to other users.

Another water quality concern not addressed in the environmental reconnaissance is the effect of increased storm water runoff. Sewer lines within the study area boundary are already experiencing hydraulic overloading and bypass occurrences due to storm induced inflow and infiltration(I/I). DEQ data indicates that overflows resulting from I/I increase loads of nutrients, fecal coliform, and bacteria to receiving streams. The proposed project can only be expected to aggravate the problem.

The environmental reconnaissance does not address how much increased storm water runoff is expected, its effect on sewer I/I, or its influence on bypass occurrences. Similarly, the effect of increased runoff and bypass on receiving stream water quality needs to be addressed.

Washington County does not have a county wide drainage plan or storm water control program. If past practices are continued, increased pollutant loading and continued degradation of the Tualatin can be expected. Therefore, the study should address the effects and control of storm water in the affected stream reaches of the Tualatin.

In summary, the study area plan needs to discuss the anticipated additional pollutant loads resulting from the increased development facilitated by this project. Also, the plan needs to address the influence of increased runoff on I/I problems within the project boundary. The study should discuss how storm water will be controlled. This discussion should define whether a separate storm sewer should be put in, and how storm water will be kept out of sanitary sewers. Finally, plans to mitigate the anticipated water quality degradation need to be addressed.

RJN:h (RFB)
WH1835

CITY OF DURHAM, OREGON

RESOLUTION NO. 172-87

A RESOLUTION OF THE DURHAM CITY COUNCIL SUPPORTING AMENDMENTS TO THE REGIONAL TRANSPORTATION PLAN AS PROPOSED BY THE SOUTHWEST CORRIDOR STUDY

WHEREAS, on April 15, 1987, the Joint Policy Advisory Committee on Transportation (JPACT) will hold a public hearing on the draft of the Southwest Corridor Study Conclusions, Recommendations, and Evaluations of Alternatives Report; and

WHEREAS, the Durham City Council has previously received the Report of findings of the Southwest Corridor Study at a meeting of March 18, 1987 from their S. W. Corridor Committee Representative.

WHEREAS, it appears to the City Council that Washington County, as a major growth area in the Portland metropolitan region, is projected to experience severe traffic pressures particularly in the regional corridors; and

WHEREAS, it appears to the City Council that without adequate improvements to the transportation system unacceptable levels of traffic congestion will develop, access to job and labor force markets will deteriorate, neighborhood traffic problems will grow and ultimately economic growth will be curtailed; and

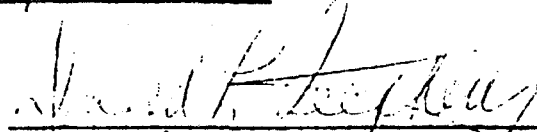
WHEREAS, it appears to the City Council that the most cost-effective method of serving this growth is through a combination of improvements to the regional freeway and arterial system, improvements to the local road network, and transit service expansion;

NOW, THEREFORE, BE IT RESOLVED by the Durham City Council that:

Section 1: The City Council fully supports the amendments to the Regional Transportation Plan proposed in the Conclusions and Recommendations of the Southwest Corridor Study.

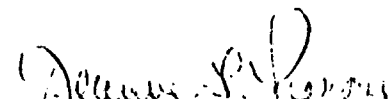
Section 2: The City Recorder is hereby directed to transmit copies of this Resolution and Order to the Joint Policy Advisory Committee on Transportation (JPACT) and to the Metro Council.

PASSED: This 15th day of April, 1987.



Mayor - City of Durham

ATTEST:



City Recorder - City of Durham

RESOLUTION NO. _____

WRITTEN TESTIMONY
RECEIVED SUBSEQUENT TO
APRIL 15 PUBLIC HEARING

METRO (JPACT)
2000 SW 1st Ave.
Portland, Or. 97201
attn. Dick Waker

Dear Mr. Waker,

I have read the information made available at the recent public hearing on the proposed Western Bypass - Southwest Corridor and have a few concerns and inputs.

First of all I am a little concerned that the study has gone this far without the input from the public and people that may be affected by the alignment of the Bypass. I did not recall seeing or receiving ANY information from the Tualatin or Washington county governmental representatives to the Study Committee.

It is not suprising to here the overwhelming support of the cities located in the proximity of the Bypass. The Bypass will create convenience for travel in the western Washington County area and may relieve stress on the current roads accessing the Hillsboro and Sunset corridor. Let me state that I do favor the concept of the Bypass and I am not opposed at all to the project.

My concern is directed to the alingment for the I-5 Norwood road area. I also realize the project is not in the final alignment stages, but I am concerned about the anticipated alignment. Not only from a property owner stand point as I am located near the area, but also for the effect the Freeway would have on urban growth of the City of Tualatin. Placing the Freeway inside the projected Urban Growth Boundry would cut off the growth of the city to the south and we would loose valued growth and tax base.

The alingment NORTH of Norwood Rd. also appears to swing north close to the Grahams Ferry interchange at Boones Ferry. This is just too close to the existing housing areas and school near that intersection. I don't care what the "acceptable noise levels" are and how they are taken a few hundred feet from the road, the fact of the matter is that the freeway noise is consistant all day and all night; even more than a half mile away. This alignment also appears to cut right through portions of the Tonquin Scablands. I was under the impression that this area was to be preserved from development.

The alignment has been targeted NORTH of Norwood road possibly for it's convenience to the I-5/I-205 junction. It would appear more sensible to incorporate the development at the Stafford Rd. junction. It is only ONE MILE from the Norwood road overpass. To say that placing the interchange for the bypass that far south would not attract or be convenient for the traffic flow is a little short-sighted. The Western Bypass will be very heavily utilized by commercial traffic and the alignment at the Stafford road area is far more logical. If the Bypasss is placed up north of Norwood, the odds that a cut off to the Stafford road

area would be implemented is almost a certainty. This would dictate two interchanges at Boones Ferry- one on the north end and one at the Stafford Rd. end.

The Development in the Stafford Rd. area currently servicing the commercial traffic and the projected growth for the I-5 corridor in itself warrants a strong vote to place the Bypass at Stafford road. If you look at the added distance required by "commuters" to go one mile south to access the Bypass in percentages of added travel time, it is very misleading and an incorrect usage of figures.

In reality the figure to look at is the actual time in minutes. The Southern/Stafford access may add a couple to three minutes to the commute time. That is nothing! The travel time through the I-5/217/26 route will only get longer despite any and all improvements. People not only seek a quicker way to commute but also, and just as important, an easier and less congested route to commute. I would almost guaranty that If you ask any commuter would they be willing to travel for five minutes longer in the commute but not have bumper to bumper and slow traffic, they would whole-heartedly answer yes.

If the alignment has to take place in the "Norwood Rd." area, it would appear that the alignment to the SOUTH of Norwood Rd. would create an alignment that would swing just south of Tonquin Rd. and through an area that is relatively undeveloped, not impacting the necessary Urban Growth areas that are Targeted for Sherwood and Tualatin, would not impact the Tonquin Scablands, and follow a path that appears to be better suited, geography-wise, for the proposed Freeway.

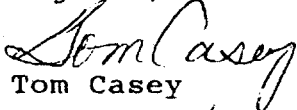
The added area surrounding this type of exposure would be suited for the commercial growth that always follows the construction of a Freeway.

Oregon has some of the prettier Freeways and the location in the southern area below the Scablands is a valley which opens up to the views of the Tualatin Valley. Why not take advantage of the natural right of ways, the power line right of ways, and the logical connection to I-5 more towards or at Stafford Rd.? You would create a Freeway with greater functionality for the commercial trade, more pleasing to travel for the commuter and for Tourist trade you will have a Freeway that is an asset not just an access.

Placing the Bypass too close towards Tualatin will restrict the contiguous growth of the city. It should be placed no closer than the projected Urban Growth Boundry at Helenius Rd., if it is ultimately decided to place the Location at or near Norwood Rd.

As a final note, I would like to be placed on any notification list, if one is respectfully developed, for any hearings, request for inputs/comments, and public information releases which are sent or requested by any associated study group and committee for this project.

Regards,


Tom Casey

PO BOX 814

TUALATIN OR 97062

cc: Mike McKillip City of Tualatin
Ron Weinman Washington County

1000 FRIENDS OF OREGON

22 April 1987

Mr. Richard Waker, Chair
Joint Policy Advisory Committee
on Transportation
Metro Council
2000 SW First
Portland, OR 97201

Re: Amendments to Regional Transportation Plan
for Preferred Southwest Corridor Alternative

Dear Mr. Waker,

1000 Friends has reviewed Metro's "Southwest Corridor Study: Conclusions, Recommendations and Evaluation of Alternatives," dated February 1987. Our concerns focus on the proposed \$139 million¹ Western Bypass freeway running from the Sunset Highway between SW 216th and 219th to its intersection with I-5 at the I-205/I-5 interchange. The study recommends Metro "amend the Regional Transportation Plan to include the highway improvements identified on Maps R1 and R2." Map R1 displays the route of the proposed bypass, about two-thirds of which lies outside the Metropolitan urban growth boundary.

The recommended amendment to the Regional Transportation Plan ("RTP") would thus decide the two most important land use questions concerning this project: Should it be built? If so, where? By amending the RTP as recommended by the Study Metro will have made a formal commitment to building the freeway, contingent upon available funding. By accepting the Study Metro will be committing itself to the recommendations. But the critical land use decisions concerning the Westside Bypass should not be made before the determination of whether the project complies with the statewide planning goals, especially Goals 2, 3, 4, 5, 6, 11 and 14 as required by ORS 197.835(4).

Before a conclusion can be reached as to whether the Western Bypass is necessary and preferable to other alternatives (such as

1 Also given as \$150 million on page ii.

improvements to Hwy. 217), Metro needs at least to undertake the reasons exceptions analysis required by ORS 197.732(1)(c). The order of "recommended actions" on pages iii. to vi. of the Study lists this as a sub-part of item 7. Paragraph 7d) states:

"Washington County will compile documentation required by state, regional and local policies to support necessary exceptions to Goals 3, 4 and 5."

The recommended actions seem to treat the exceptions process as a formality, a retroactive justification for the earlier decision to build the Western Bypass at the alignment shown in figure R1. Obviously the recommendations do not contemplate any other outcome, or they would not also include item 4:

"Washington County should begin preliminary engineering (PE) on the Western Bypass with available funds from the Washington County serial levy."

It is questionable whether levy funds should be spent on preliminary engineering for a project which has not been approved under the state's land use laws.

The standards for reasons exceptions codified in ORS 197.732(1)(c) and OAR 660-04-020 to 022 are intended to assure the kind of careful balancing of alternatives and benefit/cost analyses we should expect before spending \$140 million. They are not mere procedural hurdles to be cleared after the important public facility investment and land use decisions have already been made. Rather they are aids which help citizens and local governments make the right decision in the first place.

The Report itself does not contain enough information to support a reasons exception. For example, the Report does not explain the origin of the estimates of circumferential travel which the Bypass is intended to carry, given on page 1. I understand those traffic volumes were based on a computer model, which incorporates certain assumptions on population growth, employment and land use in 2005. (Apparently there is no written report explaining the model and detailing the assumptions.) The model should not accept earlier Metro population projections based on 1970-1980 trends, until those forecasts are reexamined in the light of what actually occurred between 1980 and 1987.

Another important set of assumptions which would affect the computer projections of traffic volumes concerns the amount of industrial (and other) development projected in the vicinity of the Southwest Corridor. How much development can we expect in Washington County in the next 20 years? Metro's September 1986 study, "Vacant Industrial Land Inventory & Market Assessment", concluded "The total amount of vacant industrial land is almost four times the estimated long-term need" (although some land may not be developable and much is not yet served by utilities). The

study showed that Washington County had 6,172.61 acres of vacant industrial land, 980 acres more than the projected demand for the entire metropolitan region. Although I was unable to reach Dick Bolen to confirm it, I understand the traffic volume forecasts assumed that three-quarters of the industrial land in the county will be developed by 2005. But this means the forecasts assume that virtually all of the metropolitan region's industrial development will occur in Washington County and virtually none will occur elsewhere. This does not seem realistic.

The Westside Corridor study doesn't address certain other questions relating to traffic volumes. For example, the Bethany UGB amendment was predicated on the need to provide land for housing near the Sunset Corridor for persons employed in the electronics industry. If so, why would there be a need for a freeway to bring workers from other areas, such as Tigard or Wilsonville? Wilsonville itself assumed it would provide more than enough land for sites to employ its own residents.

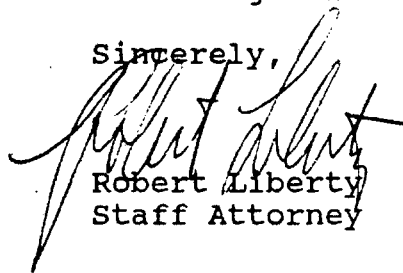
Critical issues of this type are not addressed by the Study. Before too much momentum is built up for one very expensive freeway project with a regional impact we need to be sure we are headed in the right direction. That is the purpose of the reasons exceptions analysis.

Metro should defer any action on the proposed amendments to the RTP (including adopting the Westside Corridor Study conclusions and recommendations) until the analysis required by Goal 2 is undertaken. This process will also allow for greater public involvement in the early stages of the review when this participation can be most effective.

The reasons exceptions analysis should be done by Metro's own staff in order to assure a regional perspective. Metro was given the responsibility for planning for transportation facilities with a regional impact in the metropolitan area. ORS 268.390(1)(b) It's responsibilities should not be delegated to a single local government that may be committed to a particular outcome.

We appreciate this opportunity to provide testimony. Please keep us informed of any further hearings and actions.

Sincerely,



Robert Liberty
Staff Attorney

pb

7-RECEIVED APR 17 1987

UNIVERSAL PRECISION PRODUCTS

1775 N.W. 216TH - HILLSBORO, OREGON 97124

Mfg. of Precision Screw Machine Parts

April 15th, 1987

METRO

S.W. Corridor Study

2000 W. 1st

Portland, Or 97201

216 2L

I did receive from a resident, your proposal of the new freeway on ~~21st~~ Ave. If this is done we will have to move, the traffic now is shaking the building and will cause lots of problems to do our work, being close tolerance, and precision work. Not to mention the carbon monoxide. We bought this property as a rural district, several years ago, and of course times changed.

One of your main problems, as I can see, is the railroad going thru this area. It would be less expensive not to get involved in the railroad problem and hold up traffic with crossings and underpasses.

From 219th, to go north at Baseline and keep close to the westside of the Orenco Golf Course and have a turn-off there, to the golf-course. This is mostly farmland, after leaving the golf course, with no buildings.

If this route was considered, the freeway would end up on the Cornelius Pass Road, and illiminate all railroad problems.

The map shows many curves south of Baseline and will need a slight one after going north, after 219th. This will not effect 216th Ave., where buisnesses now are, and residential property, and also more industrial property for sale. If you can study this over, I am sure you will decide that 219th St. to continue north and have a slight turn to miss the Orenco Golfcourse, and end up on Cornelius Pass Rd. and illiminate all of the railroad problem and not disrupt businesses and residential traffic already on 216th Ave., and the property for sale now for industry. After leaving the golf course, try to follow the curve of the railroad tracks, and end up on Cornelius Pass Road. Also previous drawings show that Cornell Road, after leaving Intel, will curve to the north and connect with the Cornell Rd. east of Cornelius Pass Rd. Stop signs are already installed for this purpose.

I hope you will consider this and re-evaluate the problems of the route you now propose, as it would be better for traffic and established businesses, plus residents on 216th Ave. and illiminate railroad problems, which we have, sometimes.

Orville R. Wait Property Owner
UNIVERSAL PRECISION PRODUCTS

ORVILLE WAIT- President

Phone # 645-4890

1 RECEIVED APR 22 1987

WED. APRIL 22, 1987 ①

NOTED
IN COPY
APR 22
PACIFIC
LETTER

LEONARD GEORGE STARK

5050 S.W. CHILD ROAD

LAKE OSWEGO, OREGON

(639-2807) 97035

METRO TRANSPORTATION STUDY
8 ST. VINCENT HOSPITAL

SOUTHERN AUDITORIUM

9205 S.W. BARNI ROAD

PORTLAND, OREGON, 97225

DEAR METRO BOARD:

TRANSPORTATION PLANNING

CITIZENS INPUT 5^{PM} TO 7^{PM}

FROM ARTICLE IN LAKE

OSWEGO REVIEW APRIL 16, 1987 PAGE B6

LITTLE PERSONAL HISTORY

GROWN IN THE AREA BEHIND

FOR IMPROVEMENT ALL OF MY

SEVENTY SIX YEARS FIRST ON

OLSON ROAD AT UTHBERT CON

PART OF MY CHILDHOOD OLD OLSON'S

HOMESTEAD (OF 1857) LIT FORTY SEVEN

YEARS AT PRESENT ADDRESS, SOUTH

WILL AREA OF LAKE OSWEGO, MY

WIFE EDITH. ~~BE~~ FORTY SEVEN YEARS

GROW UP ON RAIL MILE WEST GARDEN HOME

(2)

SO WE HAVE SEEN LOTS
OF CHANGES IN THE AFRICA, AND
TRANSPORTATION PROBLEMS, AND
GHOSTS OF THE WHOLE PORTLAND
AFRICA, AND THE CHANGES IN
TRANSPORTATION METHODS FROM
RAILROADS (I LIVE RIGHT NEXT TO
THE SOUTHERN PACIFIC RAIL ELECTRIC -
SHE WAS CLOSE TO OAKSON (ELECTRIC)
FROM CARS, AND BUS TRANSPORTATION,

←-----→

MY SUGGESTIONS AND
IDEAS ON IMPROVING ANY WAY,
① THE - TOLSON BYPASS -
FROM I-5 TO SONIKT IS THE
MOST PRESSING ISSUE, GET ON
WITH IT RIGHT AWAY DON'T LET
ANYTHING HOLD IT BACK. ANY
TEAM UP SOMETHING YOU ALLREADY
HAVE, AND SPEND UNTOLD BILLIONS
DESTROYING WHAT IS BUILT JUST
TO MAKE A LITTLE IMPROVING
BUILD ANOTHER ROAD IT WILL
COVER ANOTHER AFRICA, TOO,
SUCH AS THIS CASE OF BYPASS

3

I WILL ADMIT THAT IN
SOME CASES WHEN FOR SITE
HILL BORN MILL OGDAD CHANCE,
HARD TO BE BINDER - A) IN THE
CIRK OF EXIT 280 BOOY FINE
AND 1-5 THAT IS A REAL BOTTLE-
NECK, PUT IN A FULL CROWN LANE,

AND IMPROVING ON 1-5
FROM NYBINE OGDAD (LOCATION
OF TOLLATION BYPASS TO BK AND
HILLWAY 217 OGDAD).

AND ANOTHER SUGGESTION
TO HELP OUT THE 280 PROBLEM
WOULD BE TO CONSTRUCT A
BRIDGE OVER THE TOLLATION
AT SIXTY FIFTH - A LOT OF
ROAD AND ALL THE TIME
THAT THE BK AND SUND TALL
OF RETAINING SIXTY FIFTH TO
BOON PRAY ROAD

THIS (THE BRIDGE PROJECT
IMPORTANT) WOULD RELIEVE THE
LOCAL TRAFFIC AND THE LAKE
OUDAD. THAT IS GOING TOWARDS
TOLLATION, INCLUDING FINE PROTECTION

(4)

NOW WE COME TO LIGHT
RAIL ALONG THE SUNSHY CORRIDOR
WHICH IS A MINOR ISSUE
COMPARED TO THE BYPASS.

THE LIGHT RAIL WOULD
TAKE CARE OF A RELATIVE
FEW COMPARED TO WHAT
THE BY-PASS ROUTE WOULD.

ANOTHER THING THAT HAS
BOthered ME, WHY DOES THE
LIGHT RAIL = TAKE BANKRUPT
FOR EXAMPLE = HAVE TO BE
BUILT RIGHT ON AN EXISTING
FREIGHTWAY. THE COST FACTOR
IS LIKE BUILDING THE FREIGHTWAY
OVER AGAIN?

THE PEOPLE THEY SAY
DON'T LIVE ON THE FREIGHTWAY, THEY
LIVE OFF OF IT. IN THE OLDEN
DAYS THEY DIDN'T BUILD HIGHWAYS
ON THE EXISTING RAIL ROADS.

EVER SINCE SOME THOUGHT
IT MIGHT HAVE MORE TRAFFIC
THAN SOME PEOPLE THINK, AND
THE COST SHOULD BE LOWER LII.

(5)

HI FOR THE LIGHT RAIL
GOING OUT CANYON ROAD, HAS
THE TRANSPORTATION FENCE
ON DON'T THEY KNOW ABOUT
IT. THE PROBLEM, THAT CAME
UP WHEN CANYON ROAD WAS
IMPROVED, THE SIDE OF THE
PORTLAND ZOO WAS, ALMOST LOST
DUE TO SLIPPER AND SLIDERS.

WHAT DO YOU THINK
WOULD HAPPEN WHEN WIDENING
IT FOR THE LIGHT RAIL.

ANOTHER THING THAT
GRIPPED ME ON LIGHT RAIL
CONSTRUCTION, AT THE WEST

I CAME UP NEXT TO
THE SOUTHERN PACIFIC RAIL ELECTRIC
NO. 7 ENGINE UNIT THAT HAD
AND IT WOULD BE VERY WELL
FOR CARS THAT WERE MUCH
BIGGER AND HEAVIER THAN LIGHT
RAIL. THEY WERE A SINGLE
WIRE TRUCK HUNG ON A CABLE
SUSPENDED ON A ARM STICKING
OUT FROM A POLE SET APART

©

SOMETHING LIKE OUR PHIMBY
DAY POWER POLLS. AND THAT
WILL A PARACHUTE THAT WILL
LEAVE THE TOP OF THE CARS
ON A SILENT TYPE OF SPRING
LEAVE SUSPENSION TO LEAVE IT
ALONG THE TRACK. THAT GIVE
IT A LOT OF LEVITY TO STAY
AGAINST THE TRACK.

JUST LOOK AT THE
EXPERIENCE MODERNITY
THAT THE - FIRST BUILT.

ALSO THE TRACTS LOOK
TO THE TO BE BUILT TO
MORE THAN HALF THE WORLD
BECOME FINEST CARS. THEY
ARE ONLY RUNNING LIGHT CARS.

THAT THE STATION ARRIVES
AND ALL CONNECTED. AND WICK
TO HAVE SOMETHING NICE.

BUT WHY SPEND MORE
LIKE THAT WAS NO BOTTOM
IN THE BARNER. THE TRIP
JUST CAN'T BEAT ON THE PHIMBY
THE SITE. THINK OF ALL OF US.

(1)

Now another thought.
A TUNNEL UNDER THE
WEST HILLS FOR THE RAIL
AND ALSO TO RELIEVE THE
CANYON ROAD (MAYBE FOR
THE HIGHWAY) BUT A MUT
FOR LIGHT RAIL TO BRANTON
HILL.

LONG AGO. AND BEFORE
BRANTON ROAD WAS IMPROVED
MY GRANDPA. OLD CLAYTON
WAS PUSHING IN ADA (I HAD
HARD IMAGINATION HIS PUBLIC ENTERTAINMENT)
TO PUT A TUNNEL UNDER THE
WEST HILLS, TO TAKE CARE
OF THE SIDE TRAFFIC.

IT ORIGINATED SOMEWHERE
ON THE EAST SIDE OF THE
WEST HILLS, AT THE FOOT OF THEM
(NOT SURE WHERE) BUT CAME
OUT ON THE WEST SIDE, NORTH
OF WHAT IS NOW THE BRANTON-
BRANTON HIGHWAY IN THE AREA
OF CLINT COLLINS, AT THE BASE OF

(2)

OR A BIG CLIFF, & THEN
WAS IT COULD BE SEEN PLAINLY
FROM AROUND THE HIGHWAY AND
CLASSED ROAD - THERE WAS IT COULD
IT NOW.

AT THAT TIME THE BILTON-
BILTON HIGHWAY RIGHT ON WAY
WAS HAD BEEN THE HIGHER
FRIT LINE. AFTERWARDS THE
BUILDING OF THE TUNNEL

THAT 'RUTH' LAND WAS
GIVEN BACK TO LIVINGSTON, THAT
BOWEN DICK WHEN THE NEIGHBOR
WAS IMPROVED. I REMEMBER BACK
WHEN THE FIRST BILTON-BILTON
(SOME TIME CALLED TUNNEL VILLAGE
HIGHWAY) WAS BUILT

I HAVE 'BABBLER' ON LONG
ENOUGH, HERE I HAVE CLUB YOU
SOME IDEAS.

IF YOU CAN GET AN EXPERT
TO RUN MY POOL WAITING

GOD BLESS YOU ALL FOR
TRYING TO DO A GOOD JOB.

Leonard Lewis

1734 N.W. Aspen
Portland, Ore 97210

April 17, 1987

Southwest Corridor Study
Metro
2000 S.W. 1st
Portland, Oregon 97201

To the Study Committee:

I attended the public hearing the other night at St. Vincent's Hospital and would like to submit in writing my considered view of the Southwest Corridor Study.

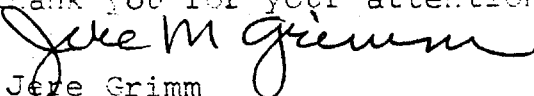
Only one person's testimony focuses on a very important area of impact that I wish to spotlight; and that is the impact of any change on small, local diversified businesses, which I feel should be considered the life blood and measure of the vitality of any given community.

There seemed to be a number of small business people who expressed concern about being wiped out by a large freeway construction - and even of more concern; the effect of those years of uncertainty hurting property values and creating localized pockets of proterty neglect while people wait for a decision to come out of ODOT. Contrast this with the beneficial effect this period has on large copporations who have the staff to participate ongoing in these decisions and help effect the outcome and who can assure their colleagues that new freeways will facilitate long range transsit of goods and the scale of large operations. I wish to contrast the effects of this period on small family owned businesses when the obvious movement is toward a large freeway option.

The other issue is Bonnie Hays testimony that most traffice concerns in thear discussions related to inter county traffic. With that in mind I would suggest that all the talk about outer belt roads and hookup with 205 and bridges into Washington etc etc is nonsense. To solve intercounty movement the alternative of choice is clearly the following series of events:

1. Slowly upgrade , widen and improve existing routes that follow generally the Western Bypass traffic movement.
2. Simultaneously shift every effort into the goal of getting light rail into the Sunset corridor and improvement of Westside transit trunk route sy tem
3. Then and only then measure the effects of no.1 and 2 and decide if something further is needed.

Thank you for your attention,


Jere Grimm

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 87-
SOUTHWEST CORRIDOR STUDY)	
CONCLUSIONS AND RECOMMENDATIONS	)	Introduced by the Joint Policy Alternatives Committee on Transportation

WHEREAS, Metropolitan Service District Ordinance No. 82-135 adopted and Ordinance No. 83-161 amended the Regional Transportation Plan which identified the transportation deficiencies in the Southwest Corridor as an outstanding issue; and

WHEREAS, The Regional Transportation Plan called for an examination of highway and transit improvement strategies to resolve this issue; and

WHEREAS, The Metropolitan Service District, Oregon Department of Transportation, and the affected local jurisdictions have cooperatively conducted a major study of alternative transportation strategies in the corridor; and

WHEREAS, The study produced the conclusions and recommendations as set forth in Attachment "A"; and

WHEREAS, These conclusions and recommendations have been approved by the Southwest Corridor Study Technical, Citizen and Policy Advisory Committees; and

WHEREAS, These conclusions and recommendations have been reviewed by several community organizations and affected citizen groups in the corridor as well as supported by testimony taken at a public hearing on the study (Exhibits 1 and 2); now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the Southwest Corridor Study Conclusions and Recommendations contained in Attachment "A" and directs staff to incorporate appropriate portions into the ordinance to update the Regional Transportation Plan.

2. That the Council of the Metropolitan Service District directs staff to prepare an intergovernmental agreement with Washington County to resolve the land uses issues as specified in Attachment "A."

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1987.

Richard Waker, Presiding Officer

AC/sm
7024C/496
05/05/87

ATTACHMENT A

SOUTHWEST CORRIDOR STUDY CONCLUSIONS AND RECOMMENDATIONS

The western portion of the Portland metropolitan area is a major growth area. Together with steady growth in downtown Portland, severe traffic pressures will be placed on virtually all of the transportation system, particularly in the regional travel corridors. Transportation improvement is an essential prerequisite to supporting this growth. Without adequate improvement to the transportation system, unacceptable levels of traffic congestion will develop, access to job and labor force markets will deteriorate, neighborhood traffic problems will grow and ultimately economic growth will shift, to some degree, to other more attractive locations both within the Portland area and elsewhere.

The most cost-effective method of serving this growth is through a combination of transit service expansion and improvement to both the regional freeway and arterial systems and local road network. This report presents a comprehensive transit and highway improvement program for the Southwest Corridor area. Parts of the needed improvement program are recommended as additions to the Regional Transportation Plan; other parts are already reflected in the Plan.

Transit expansion is most critical in the I-5 and Sunset corridors to improve accessibility to job centers in downtown Portland and along the Highway 217 corridor. Transit expansion is important for the dual purpose of providing access to certain job locations plus ensuring that the highway system functions adequately so that accessibility to other locations via the automobile can be improved. To meet these transit objectives, service expansion throughout the Westside is necessary, together with the associated capital improvements to support the service expansion, including new transit centers, park-and-ride lots, fleet expansion and consideration of construction of the Sunset LRT.

Improvement to the regional highway system is needed in two major radial corridors, Sunset and I-5, and in two major circumferential corridors, Highway 217 and the Western Bypass. These improvements entail a package of capacity increases, interchange improvements, operational improvements and construction of new facilities to serve existing and projected traffic demands. In addition, improvement to the local road network is needed throughout the area to serve local circulation requirements and subregional travel movements and to provide access to the regional highway network.

The most significant issue associated with improvement to the highway system that was addressed by this study is the question of whether or not a Western Bypass is needed to serve the future development of the adopted local comprehensive plans as well as the effect this decision has on the scope of regional improvement needed to the Sunset Highway, Highway 217 and other routes in the system. However, the vast majority of the proposed highway improvements are not affected by the Bypass decision and should be implemented

regardless of the final conclusion on the Bypass. This includes a large number of improvements to the major state highways and city and county roads for which the scope of improvement is the same under any circumstance. Two areas addressed by this study will be addressed further at a later date: Tualatin Valley Highway from Beaverton to Hillsboro will be addressed by an ODOT reconnaissance engineering study and the Macadam corridor and Willamette River crossing south of downtown Portland will be addressed by Metro's Southeast Corridor Study.

The following conclusions about the Western Bypass itself can be reached:

1. The Western Bypass would produce several areas of improved service that would not occur through improvement to other facilities in lieu of the Bypass. In particular:
 - Travel times between the Tualatin-Sherwood area and the Hillsboro-Aloha area would be significantly better, thereby improving access to job and labor force markets for these areas;
 - Access from the developing Sunset corridor to I-5 (near Tualatin) -- the major highway serving the full length of Oregon -- will foster further economic expansion in this area.
 - Better traffic relief through the South Beaverton and South Tigard neighborhoods would be realized with the Western Bypass as compared to upgrading Highway 217 and the Sunset Highway.
 - Tualatin Valley Highway (between Murray Boulevard and 219th Avenue) would operate at a better level of service with the Bypass than without by allowing traffic to be dispersed west of the most congested segment at 185th Avenue. Further analysis will be conducted by ODOT's reconnaissance engineering study.
2. If a Western Bypass is built within the next 20 years, some improvement to Highway 217, the Sunset Highway and Highway 99W can be delayed and, with it, the \$17.7 million required for these improvements can be deferred.
3. The cost of the Western Bypass (\$150 million total cost from I-5 to the Sunset Highway) is not an inherent impediment since it can be divided into as many as seven different operable stages which can be implemented over an extended period of time as financing becomes available. With this approach, the project can be divided into increments costing between \$6.6 million and \$53.5 million, thereby making it possible to program the project over time. The two primary phases for the Bypass are 1) from I-5 to Highway 99W, and 2) from Highway 99W to the

Tualatin Valley Highway. The remaining phases involve addition of interchanges to the facility and improvements to Boones Ferry Road and 219th/216th/Cornelius Pass Road. The first phase (from I-5 to Highway 99W) would provide an operable facility providing a new connection between two state highways and therefore could be developed as an independent project or jointly with the remainder of the Bypass.

4. If sufficient financing is not available, a portion of the Bypass can be delayed (with a deferred cost of \$70 million) and, instead, further improvement to Highway 217 and Sunset Highway (\$17.7 million) could be implemented. The alternative of further improving Highway 217 and Sunset Highway would provide an acceptable highway system for the next 15 to 20 years in the event the Bypass cannot be fully implemented within that time. However, beyond 2005, the Bypass is needed to serve the full development of Washington County's Comprehensive Plan.
5. Land use issues regarding consistency of the Bypass with rural land uses need to be resolved before the Bypass can be constructed. These issues are most significant in the Highway 99W to T.V. Highway segment where significantly improved accessibility is provided. However, this segment is not immediately required to correct existing and short-term transportation problems. Furthermore, the Bypass is intended to serve currently planned regional travel needs rather than open up new areas for urban development. The Bypass is proposed as a limited access facility to minimize development pressures and does not rely on expansion of the Urban Growth Boundary to efficiently utilize the facility.
6. The most appropriate location for the Bypass is from I-5 north of Norwood Road to the Sunset Highway at Cornelius Pass Road. Alternative locations for the southern terminus at Stafford or Boeckman are not preferred because they are too far out of direction for the majority of users. Alternative locations for the northern terminus at Murray Road, 185th Avenue or west of 219th are not preferred due to cost, impact and inadequate traffic service.

Recommended Actions

1. Amend the Regional Transportation Plan to include the highway improvements identified on Maps R1 and R2. Map R1 depicts the general Western Bypass Corridor (alignment to be determined) and highway improvements directly affected by the Bypass. Map R2 depicts the remainder of the required highway improvements (a portion of which is already included in the RTP -- the remainder must be added; see pages 11-14 for details). As a prerequisite

for construction of any highway improvement in the RTP, a final build/no-build decision must be made based upon environmental and other impact assessments, preliminary engineering, design and locational determinations and citizen involvement. These components are the responsibility of the implementing jurisdiction and are not RTP decisions.

2. The overall program should be staged over time as financing becomes available with priority placed on those improvements that correct the most immediate problems. Presented in Section VI of this report is a Staging Plan to provide guidance on which improvements are most critical to correct existing and short-term problems and which can be deferred. The plan is simply a guideline and actual funding decisions that are made over time will need to consider up-to-date information on funding availability and the rate at which development creates the need for the improvement. The Staging Plan concentrates on the regional highway system and does not fully present when improvements are needed on the local, collector and minor arterial parts of the highway system. These improvements are more directly required to serve surrounding development and should be implemented by the local jurisdictions as those developments occur.

In addition, a Staging Plan is presented for both the "Bypass" and "Highway 217/Sunset Highway" alternatives -- both of which have a common Stage 1. If funding does not become available for the full Bypass, there is the opportunity to shift to the Highway 217/Sunset improvement for an interim period. As such, ODOT should identify areas where right-of-way would be needed for the Highway 217/Sunset Highway alternative and, together with the local jurisdiction, take action to protect the right-of-way from encroachment from development.

3. Elements of this improvement program are eligible for available funding from federal, state and regional sources. However, decisions to fund these improvements will be made in accordance with regional priorities established through JPACT and by the responsible funding agency taking into consideration needs throughout the region.
4. Washington County should begin preliminary engineering (PE) on the Western Bypass with available funds from the Washington County serial levy. The preliminary engineering and EIS preparation to be conducted in the bypass corridor shall include an examination of alternative alignments (including utility rights-of-way); potential impacts to designated natural and other resources; water quality in the impact area; and the land use issues specified in Recommended Action #7. Map R1

indicates the general corridor in which alignment alternatives will be examined. In addition, ample opportunity should be provided for citizen participation and input into the location, design and build/no-build decision-making process.

5. Amend the Regional Transportation Plan to add a transit trunk route on I-5 to the Tualatin Transit Station as reflected in Map R3. Reserve right-of-way as part of the proposed Western Bypass to allow for future transitway construction. (The balance of the transit improvements identified on the map are already included in the RTP.)
6. Tri-Met and the affected local jurisdictions should implement the already funded bus transfer stations and park-and-ride lots as expeditiously as possible. Service expansion is subject to funding availability and regional priorities. Construction of the Sunset LRT is subject to further analysis and adoption of a financial plan.

However, in accordance with previously adopted policy, PE on the Sunset LRT can proceed with available funds from UMTA to prepare for a construction decision at a later date.

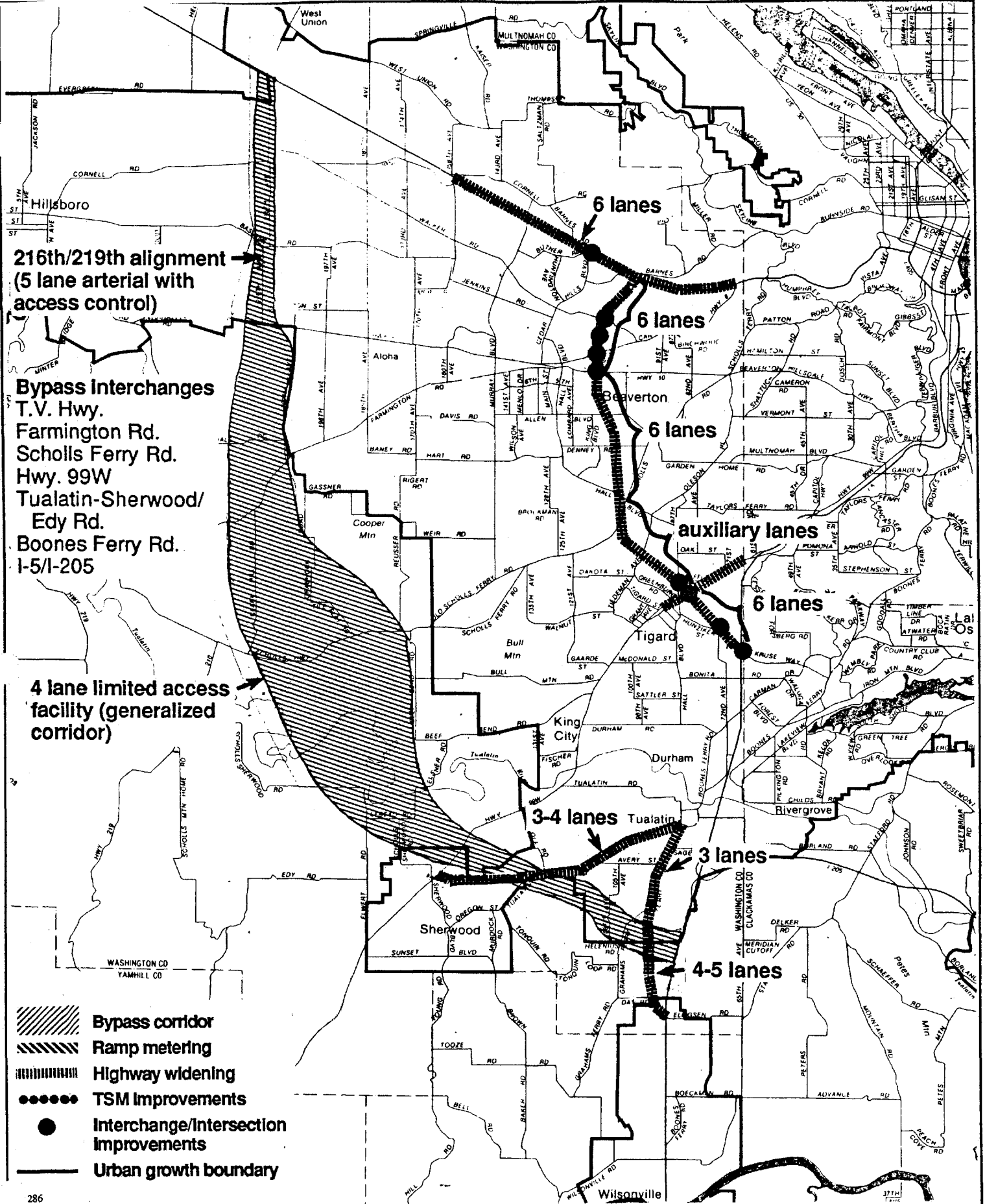
7. Metro and Washington County should execute an interagency agreement defining the process for ensuring consistency of the Bypass with local comprehensive plans and state land use policies. Such a process would entail the following steps:
 - a) Consistent with local, regional and state policies, Washington County should determine:
 1. If and where expansion of the Urban Growth Boundary is recommended;
 2. If and where exceptions to Goals 3 (Agriculture), 4 (Forest), 5 (Resource) and 14 (Urbanization) are necessary; and
 3. Where none are necessary.
 - b) Washington County and Metro will compile documentation required by local, regional and state policies to support necessary amendments to the Urban Growth Boundary.
 - c) Metro will consider adoption of necessary Urban Growth Boundary amendments and/or Goal 14 exceptions. Any UGB amendments proposed as a result of this process will be distributed to JPACT for review.

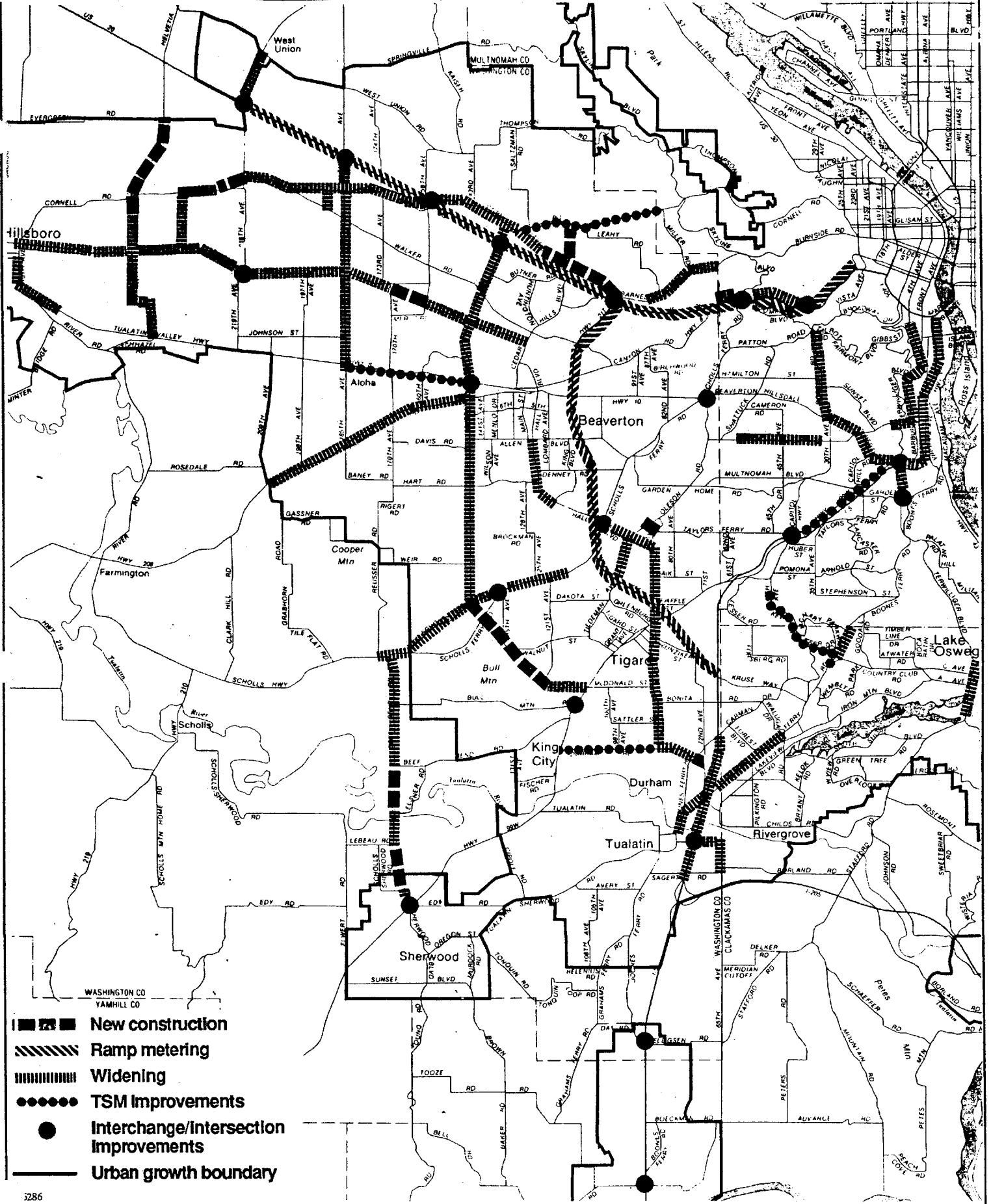
- d) Washington County will compile documentation required by state, regional and local policies to support necessary exceptions to Goals 3, 4 and 5.
- e) Washington County will consider adoption of necessary exceptions and changes to land use designations and other actions are needed for goal compliance.

Conclusion of this process to satisfactorily establish consistency of the proposed Bypass with comprehensive plans is necessary before ODOT can publish the Environmental Impact Statement (EIS) required for the project. Documentation and actions produced through this process will provide input to the EIS. The land use decision to build the bypass will not be made until this process is completed.

Comprehensive Plan consistency for the Highway 99W to T.V. Highway segment is more significant than for the I-5 to Highway 99W segment. As such, the two segments could be separated and implemented as two separate projects with the I-5 to Highway 99W segment coming first. Although the two segments should be designed to be compatible with one another, the I-5 to Highway 99W segment would provide a logical, operable facility by itself in the event the remainder is not built.

AC/sm
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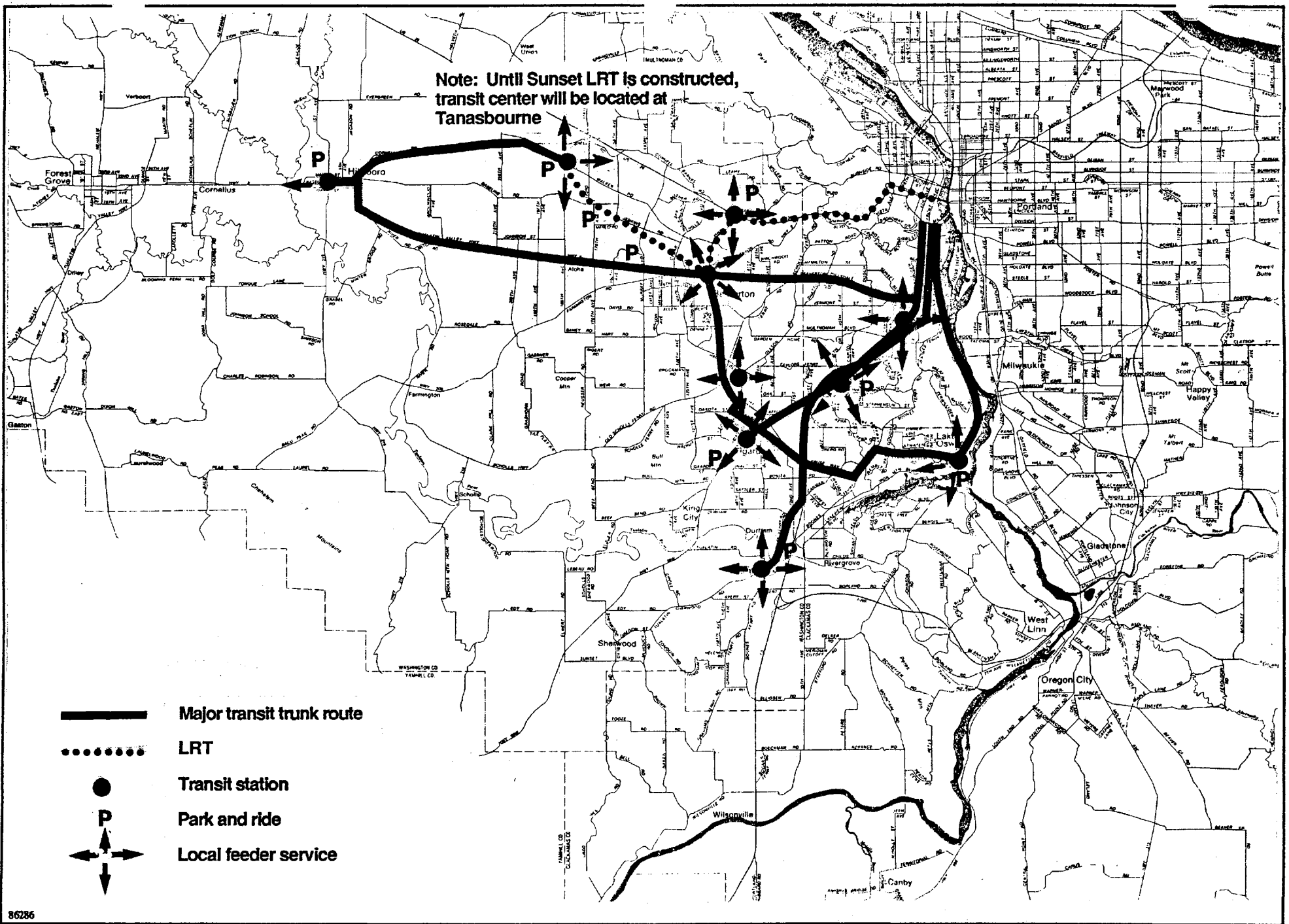




METRO

Southwest Corridor Study
*Recommended Projects (Part 2) &
 Adopted RTP*

Figure R2



86286

METRO

Southwest Corridor Study
Recommended Westside Transit Trunk Route System

Figure R3

Southwest Corridor Study
Adoption Requirements

1. Metro adopt proposed resolution to:

- a. Adopt the Southwest Corridor Study Conclusions and Recommendations.
- b. Direct staff to incorporate appropriate portions into the next ordinance to update the Regional Transportation Plan.
- c. Direct staff to prepare an intergovernmental agreement with Washington County for the purpose of resolving land use issues and incorporate appropriate portions into the next ordinance to update the Regional Transportation Plan.

This action concludes the Southwest Corridor Study and directs that the recommended improvements be incorporated into the next ordinance to update the RTP. The Western Bypass corridor would be identified in the RTP with the condition that satisfying land use requirements must occur on the segment between Highway 99W and T.V. Highway.

2. Metro adopt ordinance to update the RTP, to include:

- a. The recommended improvements from the Southwest Corridor Study, including the Western Bypass corridor.
- b. A process and timeframe for satisfying the land use conditions on the Western Bypass, to include necessary land use actions by Washington County and/or Metro; this would ensure a timely process to address the land use issues with the clear recognition that if at the conclusion of this process the Bypass cannot comply with land use requirements, an RTP amendment will be needed to remove the Bypass and address the problem in another manner.

3. Land use process, to be conducted immediately following the RTP amendment:

This process will ensure that land use requirements are met for the segment of the Bypass from Highway 99W to T.V. Highway, especially whether or not the facility will be located outside the Urban Growth Boundary and whether or not this also requires the use of "farm" or "forest" lands. The process will conclude with any amendments and/or exceptions that are required by Metro and/or Washington County (although a more detailed analysis of the impact on "farm" or "forest" land may be needed as part of the Draft EIS, resulting in adoption of an exception to Goals 3 and/or 4 by Washington County on the issue of which "farm" or "forest" land will be impacted).

4. Highway engineering and environmental studies:

Upon adoption of the RTP amendment, ODOT could proceed in preliminary engineering and preparation of a Draft EIS for the

segment of the Bypass from I-5 to Highway 99W. They will consider whether or not to proceed as part of their next Six-Year Highway Program update.

Additional highway reconnaissance engineering and environmental analysis will be initiated for the segment from Highway 99W to T.V. Highway to provide information needed for the land use process. Initially, this will be funded with serial tax levy funds available to Washington County but could be supplemented with ODOT funding. ODOT will decide whether or not to commit to supplemental funding as part of the next Six-Year Highway Program update. ODOT will not initiate the full preliminary engineering/Draft EIS work until after the land use process has been concluded, at least for the Urban Growth Boundary compliance issue.

7. Metro and Washington County should execute an interagency agreement defining the process for ensuring consistency of the Bypass with local comprehensive plans and state land use policies. Such a process would entail the following steps:

- a) Consistent with local, regional and state policies, Washington County should determine:
 - 1. If and where expansion of the Urban Growth Boundary is recommended;
 - 2. If and where exceptions to Goals 3 (Agriculture), 4 (Forest), 5 (Resource) and 14 (Urbanization) are necessary; and
 - 3. Where none are necessary.
- b) Washington County and Metro will compile documentation required by local, regional and state policies to support necessary amendments and/or Goal 14 exceptions to the Urban Growth Boundary.
- c) Metro will consider adoption of necessary Urban Growth Boundary amendments and/or Goal 14 exceptions. Any UGB amendments proposed as a result of this process will be distributed to JPACT for review.
- d) Washington County will compile documentation required by state, regional and local policies to support necessary exceptions to Goals 3, 4 and 5.
- e) Washington County will consider adoption of necessary exceptions and changes to land use designations and other actions are needed for goal compliance.

This process will be undertaken immediately upon adoption of the RTP amendment to ensure that compliance with land use requirements will be made in a timely manner. If at the conclusion of this process, it is found that the Bypass cannot comply, a Regional Transportation Plan amendment will be necessary to remove the Bypass and address the problem in some other manner. Conclusion of this process to satisfactorily establish consistency of the proposed Bypass with comprehensive plans is necessary before ODOT can publish the Environmental Impact Statement (EIS) required for the project. Documentation and actions produced through this process will provide input to the EIS. The land use decision to build the bypass will not be made until this process is completed.

Comprehensive Plan consistency for the Highway 99W to T.V. Highway segment is more significant than for the I-5 to Highway 99W segment. As such, the two segments could be separated and implemented as two separate projects with the I-5 to Highway 99W segment coming first. Although the two segments should be designed to be compatible with one another, the I-5 to Highway 99W segment would provide a logical, operable facility by itself in the event the remainder is not built. Upon amendment of the Regional Transportation Plan, ODOT could immediately proceed with preliminary engineering and preparation of a Draft Environmental Impact Statement for the I-5 to Highway 99W segment. However, ODOT will not proceed on the Highway 99W to T.V. Highway segment until compliance with land use requirements can be demonstrated. There will, however, be additional engineering and environmental reconnaissance in support of the land use process.

AC/sm
6465C/478-12

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 87-
SOUTHWEST CORRIDOR STUDY)	
CONCLUSIONS AND RECOMMENDATIONS	)	Introduced by the Joint
	)	Policy Alternatives
	)	Committee on Transportation

WHEREAS, Metropolitan Service District Ordinance No. 82-135 adopted and Ordinance No. 83-161 amended the Regional Transportation Plan which identified the transportation deficiencies in the Southwest Corridor as an outstanding issue; and

WHEREAS, The Regional Transportation Plan called for an examination of highway and transit improvement strategies to resolve this issue; and

WHEREAS, The Metropolitan Service District, Oregon Department of Transportation, and the affected local jurisdictions have cooperatively conducted a major study of alternative transportation strategies in the corridor; and

WHEREAS, The study produced the conclusions and recommendations as set forth in Attachment "A"; and

WHEREAS, These conclusions and recommendations have been approved by the Southwest Corridor Study Technical, Citizen and Policy Advisory Committees; and

WHEREAS, These conclusions and recommendations have been reviewed by several community organizations and affected citizen groups in the corridor as well as supported by testimony taken at a public hearing on the study (Exhibits 1 and 2); now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the Southwest Corridor Study Conclusions and Recommendations contained in Attachment "A" and directs staff to incorporate appropriate portions into the ordinance to update the Regional Transportation Plan.

2. That the Council of the Metropolitan Service District directs staff to prepare an intergovernmental agreement with Washington County specifying the process and time frame to resolve the land uses issues as specified in Attachment "A" to be adopted by both parties and appropriate portions to be incorporated into the ordinance update to the Regional Transportation Plan.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1987.

Richard Waker, Presiding Officer

AC/gl
7024C/496
05/13/87

Douglas R. Allen
2247 SE 51st Ave.
Portland, OR 97215
May 13, 1987

Joint Policy Advisory Committee
on Transportation
METRO
200 SW First Ave.
Portland, OR 97201
May 13, 1987

RE: Testimony on Southwest Corridor Study
and Proposed Amendments to RTP

Dear JPACT:

I have had considerable difficulty in putting together a coherent criticism of the Southwest Corridor Study, because I am fundamentally opposed to the general methods used in transportation planning in this region. Much of my criticism could just as well apply to the RTP as it exists now, so you may detect a lack of focus in what I say. My basic disagreement is with the assumption that wise planning consists in large part of a linear extrapolation of the energy consumptive lifestyle characteristic of late 20th century America, particularly our present patterns of land development and transportation system growth. I also disagree with the assumption that it is acceptable to implement planning by relying on external funding decisions and by distorting our preferences to take advantage of funding formulas which promote or even dictate the selection of particular projects which are not in our long term interest.

Unfortunately, none of this will change unless the particular individuals who are empowered to make the transportation decisions for this region become aware of the global ramifications of their decisions, and accept responsibility for them. Perhaps the best way to do this is to try to understand the more local consequences of the conclusions and recommendations of the Southwest Corridor Study.

The Western Bypass alternative will definitely have a major effect on patterns of growth. A purely economic analysis will demonstrate as much. Land values are directly related to accessibility, and development density is directly related to land values. By dispersing the improvements in accessibility, and by locating much of the improvement beyond the existing Urban Growth Boundary, land values in the interior of the urban area will be lower than if alternative transportation improvements, such as the Sunset/217 projects were implemented. As a result, density within the interior of the urbanized area will be less, and density on the fringe will be greater. The obvious overall result is that average development densities will be considerably

less with the Western Bypass. Another name for this phenomenon is secondary growth.

Growth at lower density inevitably results in greater average trip lengths. Furthermore, by making such a proportionately greater improvement in travel times for longer trips, the average trip length will gradually lengthen for this reason as well. Finally, the decreased density will further reduce the economic feasibility of mass transit, so that even more of the travel will occur by private automobile. The inevitable results manifest themselves in several ways. Greater volumes of vehicular traffic will result in the reoccurrence of congestion sooner than predicted, greater amounts of air pollution will result, greater amounts of energy will be required, and all the other costs of sprawl will be imposed, including pollution from storm runoff from developed land, and increased expenses for urban services.

The economic pressures to expand the urban growth boundary will prove impossible to resist, even though the net benefit to the taxpayers is negative.

All of this goes to show that even someone who ignores the global consequences of increasing levels of carbon dioxide in the atmosphere, or the international consequences of acid rain, much of which can be traced to the internal combustion engine, should still be cautious about the inevitable result of further expanding our highway system in the proposed manner.

You really do have some choices available to you which are not radically different from what has already been done elsewhere in the region. To start with, your own Sunset/217 alternative deserves to be studied with respect to all the environmental consequences, particularly the question of compliance with statewide land use goals. Selection of the Western Bypass as a particular project for inclusion in the RTP is premature. If there is indeed a consensus that improving mobility in southwest Washington County is a regional priority, then the RTP is certainly the proper place for listing that goal, but the current process has selected one single way of achieving that goal through a process that relied on a strictly limited set of criteria. If the neglected criteria, such as land development implications and environmental effects are considered only during the EIS process, their application is necessarily limited to questions of mitigation, rather than selection of alternatives.

Of course the Federal EIS requirements mandate a "no build" option, but in practice this is often a straw man. However, it is not necessarily so. You have the obvious choice of stating in your amendment to the RTP that the Western Bypass is only one project option, and that certain other specific options must also be considered in the EIS process, such as the Sunset/217 alternative. By refusing to prejudge the alternatives analysis process, you can ensure that the statewide planning goals are properly applied.

I would also ask you to specify a third alternative for inclusion in the RTP amendment. This is the alternative which utilizes a variety of specific highway projects as necessary to achieve the same mobility level as the Sunset/217 and Western Bypass alternatives, but which specifically includes a rail transitway along Highway 217 from Cedar Hills via Beaverton to Tigard, and optionally to Tualatin. This alternative should also involve investigating a Sunset Highway median alignment for light rail at least as far as Cornell Road, then extending westward to Hillsboro. It should also look at the possibility of extending light rail along the Souther Pacific right of way along TV Highway, again as far as Hillsboro.

The analysis of circumferential rail patronage given on page 57 of the February 1987 version of the study is grossly defective. Now that the City of Portland has requested serious analysis of a tunnel option for the Sunset Corridor light rail line, it is obvious that a new analysis of travel times and patronage are necessary. By my calculations, a trip from the new Tigard Transit Center would be only 10% longer via Beaverton and Cedar Hills to Pioneer Square (or about a mile longer) than the same trip via Barbur and I-5, assuming that a long tunnel becomes the preferred design. Of course in the future a Barbur Boulevard light rail alignment would likely carry a lot of riders, but given the cost of constructing such a line, it seems that extending the Sunset rail line via 217 would accomplish much the same purpose at vastly lower cost.

The computer analysis of transit ridership would undoubtedly show higher levels on a 217 alignment if travel times were updated to reflect a long tunnel option under the West Hills, but I would also question whether the model being used actually accounts for the marked preference of transit riders for light rail. I do not believe that you can defend the rejection of light rail along 217 until your computer model is recalibrated based on the actual ridership experience with MAX, which in spite of an inadequate network of feeder lines has shown much greater ridership than the bus lines which it replaced, even though travel times have only been modestly improved, and only for some passengers, at that.

It is obvious to me that a coordinated highway/transit project along 217, similar in process to the Banfield Freeway/Transitway project, is worthy of serious investigation as one component in any attack on the mobility problems of Washington County.

You should make one further addition to any amendment to the RTP. Your study postulates vast increases in the level of transit service over the next 20 years, and claims that approximately a billion dollars in additional road work would be necessary without that additional transit service. You provide no mechanism for making the transit service expansion occur. You

must create a legally enforceable linkage in the RTP between further highway construction, particularly construction of regional facilities such as the Wester Bypass, and expanded transit service. The region as a whole must not allow particular local jurisdictions with parochial interests to implement regional highway construction, with either their own money or with someone else's money, unless they are willing to provide in some acceptable fashion for expansion of transit service. This could be done with a direct operating subsidy, or by constructing capital facilities such as rail lines which would allow expanded service at less cost. This linkage should not be capable of being overridden through preferences in funding formulas, or claims of earmarked funds. It should be the responsibility of all jurisdictions equally to implement the RTP in all respects.

In light of the history of declining bus service provided by Tri-Met over the entire existence of the RTP, and given the prospect of even further service cuts, it is obvious that any provisions in the RTP which call for expanding transit service are by themselves worthless.

If we believe in the necessity of expanded transit service enough to put it in the RTP, we should be willing to explain that fact to the voters and legislators who provide the money. If the owners of "high tech" industries wish to spend money on lobbyists in Washington, they should be on notice that the money which they pry loose from the Federal Government must be available to satisfy regional priorities, or else it must be rejected. You, as the regional representatives delegated to make recommendations to METRO, are in the best position to give meaning to the RTP's goals for transit service. It will be much more difficult for legislative bodies in the future to make shortsighted choices if the linkage between transit expansion and highway expansion is put into the RTP now.

I could continue with a variety of specific criticisms of the Western Bypass choice. They all boil down to the fact that we are never given a clear statement of the problem. Where is the existing congestion? What is the real demand for north-south travel? My own impression is that the two major problems are the Tualatin-Sherwood Road, and TV Highway and other roads which go through Beaverton. To what extent is the travel which causes this existing problem really radial in nature anyway? Likewise, isn't a lot of the travel on 217 really of a radial nature? The study consists largely of showing, based on computer modeling, what traffic volumes and levels of accessibility would exist under varying scenarios 20 years from now. One is led to conclude that the scenario which provides the maximum accessibility and the greatest reserve capacity on the regional system, and which has the lowest traffic volumes on the local street system somehow best solves the problem, even though we are never told what the precise problem is.

Could it be that what we really need to do is make TV Highway a limited access facility, or that Murray Boulevard should be widened and extended? If the growth in non-radial trips consists of relatively short movements, is it possible that the local arterial network should be upgraded? If so, are we causing ourselves unnecessary future problems by going after facilities which favor longer trips? The reality of course is that the problem is really defined by the methods which we are using to predict future travel patterns. Instead of choosing the patterns of development and travel which would be most beneficial, and then attempting to design a system which would both serve and encourage that pattern, we are forced to replicate the existing trends, since that is all that has been programmed into our computer models.

As a final point, I would like to impress on you that one of the most important choices we made as a State when we implemented statewide standards for land use planning was that it is unacceptable to choose to develop farm land merely because farm land costs less. One of the thinly veiled assumptions of the Southwest Corridor Study is that the lower cost of land outside the Urban Growth Boundary is a perfectly valid reason for siting acres of concrete and asphalt there. If that is not a good enough reason to allow office campuses outside of urban areas, it is surely an inadequate reason for building a highway which exists principally to serve the travel needs of the adjacent urban area.

Please reconsider your actions, and do not forward a recommendation to the METRO council which merely endorses putting the Western Bypass into the RTP.

CONSIDERATION OF RESOLUTION NO. 87-763 FOR THE
PURPOSE OF ADOPTING THE SOUTHWEST CORRIDOR STUDY
CONCLUSIONS AND RECOMMENDATIONS

Date: May 15, 1987

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would 1) approve the Southwest Study Conclusions and Recommendations contained in Attachment "A" and direct staff to incorporate appropriate portions into the ordinance to update the RTP, and 2) direct staff to prepare an intergovernmental agreement with Washington County to resolve the land use issues specified in Attachment "A."

TPAC and JPACT have reviewed the Conclusions and Recommendations and recommend approval of Resolution No. 87-763.

FACTUAL BACKGROUND AND ANALYSIS

"Draft" Southwest Corridor Study Conclusions and Recommendations were approved by JPACT to allow it to proceed to a public hearing on April 15, 1987. As a result of that public hearing and JPACT review, proposed changes to the recommended actions have been incorporated to address specific concerns.

Background

The Southwest Corridor Study was called for in the 1983 RTP Update to address unresolved transportation problems in the I-5 and Highway 217 corridors and recommend appropriate amendments to the Regional Transportation Plan. As a result, Metro, ODOT and the affected local jurisdictions cooperatively conducted a major study of alternative transportation strategies in the corridor.

The resultant Southwest Corridor Study report documented that effort, and included an evaluation of alternatives and the Southwest Corridor Study Conclusions and Recommendations as approved for release to public hearing by the Southwest Corridor Technical, Citizen and Policy Advisory Committees, the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

These conclusions and recommendations were also reviewed and commented on by a number of local organizations and community groups in the Corridor. In addition, a JPACT-sponsored public hearing was

held on April 15, 1987, to receive testimony on the "Draft" Conclusions and Recommendations. A summary of significant comments received at the public hearing, and staff responses to concerns raised and proposed changes to the Recommended Actions are contained in Exhibit 1. A summary report from the public hearing and copies of the written testimony are available upon request.

Concurrent with the need to amend the RTP to reflect the Southwest Corridor Study recommendations, both TPAC and JPACT recognize the need to set corridor priorities regionwide to integrate these Recommendations with needs throughout the rest of the region including improvements needed to address the problems in the U.S. 26/I-84 and Highway 224/212 corridors, studies of which are currently underway.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 87-763.

AC/sm
7024C/496-8
05/15/87

EXHIBIT 1

SUMMARY OF TESTIMONY AND STAFF RESPONSES TO CONCERNS RAISED AT APRIL 15, 1987 SOUTHWEST CORRIDOR STUDY PUBLIC HEARING

On March 12, 1987, JPACT approved the Draft Conclusions and Recommendations (with several amendments) and authorized proceeding with a JPACT-sponsored public hearing. The public hearing was held on April 15, 1987, at Souther Auditorium, St. Vincent Hospital. Approximately 160 people attended, of which 34 testified (see Exhibit 2). In addition to those testifying, separate written communications were provided at the hearing by the following:

- Oregon Department of Land Conservation and Development
- Oregon Department of Environmental Quality
- Washington Department of Transportation
- City of Durham

It was announced that written testimony would be accepted up to the May 14 JPACT meeting. To date, 1000 Friends of Oregon and four additional citizens have submitted written testimony.

In summary, the testimony received to date, the responses to the concerns raised and amendments to the proposed Recommendations are as follows:

1. Testimony of support for the package was received from Washington County, Hillsboro, Tigard, Tualatin, Sherwood, Wilsonville, North Plains, Durham, I-5 Corridor Association, Tigard Chamber of Commerce, Tualatin Valley Economic Development Corporation, Lower Tualatin Valley Homeowners Association, and various private citizens and businesses.

Response: None required.

2. Testimony of support for the package was received from the Sunset Corridor Association, Beaverton Chamber of Commerce, Hillsboro Chamber of Commerce and Tektronix with the comment that future consideration should be given to extending the Bypass corridor north to U.S. 30 (Beaverton and Hillsboro Chambers of Commerce) and eventually to I-5 in Clark County, Washington (Sunset Corridor Association and Tektronix). In addition, testimony from Tektronix was opposed to proceeding with PE on Sunset LRT.

Response: The Southwest Corridor Study was directed by the RTP and JPACT to address outstanding issues in the Southwest Corridor. A decision at a later date that a specific transportation deficiency exists or is projected to exist in the corridor north of Sunset and needs to be addressed in the UWP is an action that could be directed by JPACT in the future. Such a decision would not alter the conclusions, recommendations or decisions for the area covered by the

Southwest Corridor Study. Therefore, it is recommended to proceed with the adoption of the Southwest Corridor Study Conclusions and Recommendations at this time and consider the corridor north of Sunset at some future date as warranted. It is important to note that the location of the bypass corridor is compatible with a possible future extension and does not preclude consideration of such improvements.

Proposed Action: No changes to Southwest Corridor Study Recommendations. Consider northern extension of Bypass Corridor upon direction of JPACT or projection that deficiency will exist in northern corridor.

3. Testimony of general support was received from a number of private citizens and businesses but with specific concerns about potential impacts and interest in modifications to the alignment.

Response: It is important to recognize that the Conclusions and Recommendations represent recommended improvements that are conceptual in nature, appropriate to this stage of the planning process. The specific alignment for the bypass, as well as the design and right-of-way implications of all the improvements, will be identified in the project development phases of each improvement. These future steps will examine feasible alternatives in terms of location and design, identify impacts associated with each alternative, be designed to minimize impacts and include a number of opportunities for citizen involvement in the process. Construction will require a future decision as to whether or not to actually build an individual improvement, based on a detailed examination of impacts associated with specific locations and design.

Proposed Actions:

- Changes to Recommendation #1: a) add language which states: As a prerequisite for construction of any highway improvement in the RTP, a final build/no-build decision must be made based upon environmental and other impact assessments, preliminary engineering, design and locational determinations and citizen involvement. These components are the responsibility of the implementing jurisdiction and are not RTP decisions; and b) insert the words "general Western Bypass Corridor (alignment to be determined)" for "Western Bypass" in the second sentence.
- Change to Recommendation #4: Insert "Map R1 indicates the general corridor in which alignment alternatives will be examined." as second sentence.
- Change to Map R1: Change to indicate general Western Bypass Corridor.
- 4. Testimony of support was received from one individual with the recommendation that the transit elements (especially LRT) be the priority for implementation.

Response: The recommended package of planned improvements is a combined transit/highway solution, tailored to the type of improved transportation capacity that is cost-effective for each individual circumstance. The recommended strategy is dependent upon aggressive level-of-transit service and ridership in those areas (especially the radial corridors) where transit is most effective. In those areas, the scope of the recommended highway projects is only to provide that capacity to meet the travel demand which is not expected to be borne by transit.

The Bypass serves the outer western circumferential corridor. The analysis clearly indicated that LRT in this corridor would not ameliorate the need for increased north/south highway capacity and that the proposed bypass would not affect the degree to which LRT is a justified investment in the circumferential corridor (pages 57 and 58). In any event, Recommendation #5 contains a reservation of right-of-way for future transitway construction as part of the proposed Western Bypass.

Funding allocations are developed through the JPACT process in accordance with region-wide priorities and availability of funds.

Proposed Action: No changes necessary.

5. Testimony of support was received from the city of Beaverton but with the clear understanding that the proposed Bypass should include access to and from Scholls Ferry and Farmington Roads.

Response: As part of the development of alternatives for the Southwest Corridor Study, an examination of the bypass performance without access at Scholls Ferry and Farmington Roads was conducted. Without access to these facilities, the Bypass would be inaccessible to much of central urban Washington County and therefore would not provide relief to Highway 217 and the surrounding neighborhoods due to the inability of the traffic to access the facility (Southwest Corridor Evaluation of Alternatives, page 60). As a result, the study concurs with the recommendation of Beaverton that access be provided at Farmington Road and Scholls Ferry Road.

Proposed Action: No changes necessary.

6. A number of individual citizens and business representatives expressed concern over possible negative impacts to a variety of residences, businesses, schools, farms and natural resources associated with the bypass and whether alternative alignments would be considered and that ample opportunity for addressing these concerns exist before specific alignment decisions were made.

Response: Potential impacts are addressed in two ways in a project such as the bypass. First, during the project development and P.E. phases, alternative alignments are examined and designed to minimize impacts. Second, federal funding requirements require the prepara-

tion of an Environmental Impact Statement which evaluates the possible significant impacts of the project alternatives on a variety of social and natural resources. It is as a result of this evaluation of impacts that the final decision whether or not to build the bypass at all and, if so, its final alignment will be made. Both processes have built-in requirements and opportunities for citizens to raise their concerns and have them addressed. (See also response to #3.)

Proposed Action:

- Change Recommendation #4 to add the following language:

"The preliminary engineering and EIS preparation to be conducted in the bypass corridor shall include an examination of alternative alignments (including along utility rights-of-way); potential impacts to designated natural and other resources; water quality in the impact area; and the land use issues specified in Recommendation #7. In addition, ample opportunity should be provided for citizen participation and input into the location, design and build/no-build decision-making process."

7. Two individuals expressed opposition to the proposals because of a perception that the proposed package relies too heavily on highway improvements, that transit wasn't considered adequately as an alternative to the highway improvements and that undesirable impacts would result in growth patterns.

Response: (See Response to #4.) In addition, the proposed bypass is necessary to serve forecast growth (and the resultant travel demand) contained in adopted local comprehensive plans. The need for the bypass is not predicated on growth or travel demand beyond that which is already anticipated in those plans.

Proposed Action: No changes necessary.

8. One individual expressed support for the Sunset/217 Alternative due to potential bypass impacts.

Response: (See also Responses to #3 and #6.) A substantial portion of the Southwest Corridor Study analysis examined the various differences between the Bypass and Sunset/217 alternatives, including adequacy of transportation service, cost, neighborhood traffic impacts, ability to support the adopted comprehensive plans and a generalized assessment of impacts. The study recommendations are based on all of the myriad factors examined in that evaluation. If a no-build decision (see #6) is reached due to the more detailed analysis of impacts in the corridor, the staging plan (page 77) recognizes the ability to shift to the Sunset/217 Alternative.

Proposed Action: No changes necessary.

9. One individual recommended that the proposed improvement to Highway 99W from I-5 to Highway 217 be accelerated to Stage 1 rather than Stage 2. This was based on the premise that development in the vicinity of Highway 99W would create unacceptable traffic problems that would not be corrected with Phase 1 of the Bypass.

Response: The principle of including Phase I of the Bypass (I-5 to Highway 99W) in Stage 1 is to allow that facility (in conjunction with I-5) to serve as a "Tigard Bypass" for radial traffic that would otherwise pass through downtown Tigard. The staging plan (page 70) is a guideline for the overall package of improvements, and if local traffic demand in the area warrants a more immediate project (such as the improvement to Highway 99W between I-5 and Highway 217), it can be accelerated.

Proposed Action: No changes necessary.

10. Several individuals in the 216th/219th area expressed a concern that the public involvement process was inadequate for residents and businesses affected by the recommended 216th/219th improvement.

Response: The Washington County Comprehensive Plan, Volume XV (Transportation Plan), adopted in June 1983, after extensive public review and comment, contains a proposed three to five-lane improvement on 216th/219th. In addition, numerous articles concerning the Southwest Corridor Study and the alternatives were published in the area papers, including a front page article with a map of the proposals in the West Metro edition of The Oregonian in January 1986. Although no specific meeting was held with 216th/219th area residents, numerous town halls and presentations to citizen, neighborhood and business groups were held as part of the Southwest Corridor Study.

Proposed Action: The language added to Recommendation #4 ensures adequate citizen involvement in the bypass decision-making process.

11. The written testimony from the Department of Land Conservation and Development included the following concerns:
 - a. That the ordinance to amend the RTP must include appropriate goal findings showing compliance with the Statewide Planning Goals and suggesting that an amendment to the RTP to include the Bypass should not be considered until after the land use planning process identified in the Southwest Corridor Study recommendations is completed.

Response: After the public hearing, meetings were held with the Department of Land Conservation and Development to ensure that land

use requirements will be met to their satisfaction. As a result, it has been agreed that the following process will be followed, the first step of which is adoption of this resolution.

1) Metro adopt proposed resolution to:

- Adopt the Southwest Corridor Study Conclusions and Recommendations.
- Direct staff to incorporate appropriate portions into the next ordinance to update the Regional Transportation Plan.
- Direct staff to prepare an intergovernmental agreement with Washington County for the purpose of resolving land use issues and incorporate appropriate portions into the next ordinance to update the Regional Transportation Plan.

This action concludes the Southwest Corridor Study and directs that the recommended improvements be incorporated into the next ordinance to update the RTP. The Western Bypass corridor would be identified in the RTP with the condition that satisfying land use requirements must occur on the segment between Highway 99W and T.V. Highway.

2) Metro adopt ordinance to update the RTP, to include:

- The recommended improvements from the Southwest Corridor Study, including the Western Bypass corridor.
- A process and timeframe for satisfying the land use conditions on the Western Bypass, to include necessary land use actions by Washington County and/or Metro; this would ensure a timely process to address the land use issues with the clear recognition that if at the conclusion of this process the Bypass cannot comply with land use requirements, an RTP amendment will not be needed to remove the Bypass. A process will begin to address the problem in another manner.

3) Land use process, to be conducted immediately following the RTP amendment:

This process will ensure that land use requirements are met for the segment of the Bypass from Highway 99W to T.V. Highway, especially whether or not the facility will be located outside the Urban Growth Boundary and whether or not this also requires the use of "farm" or "forest" lands. The process will conclude with any amendments and/or exceptions that are required by Metro and/or Washington County (although a more detailed analysis of the impact on "farm" or "forest" land may be needed as part of the Draft EIS, resulting in adoption of an exception to Goals 3 and/or 4 by Washington County on the issues of which "farm" or "forest" land will be impacted).

4) Highway engineering and environmental studies:

Upon adoption of the RTP amendment, preliminary engineering and preparation of a Draft EIS for the segment of the Bypass from I-5 to Highway 99W could proceed immediately. ODOT will consider whether or not to proceed as part of their next Six-Year Highway Program update.

Additional highway reconnaissance engineering and environmental analysis will be initiated for the segment from Highway 99W to T.V. Highway to provide information needed for the land use process. Initially, this will be undertaken by Washington County but could be supplemented with ODOT funding. ODOT will decide whether or not to commit to supplemental funding as part of the next Six-Year Highway Program update. The full preliminary engineering/Draft EIS work will not be initiated until after the land use process has been concluded, at least for the Urban Growth Boundary compliance issue.

Proposed Action: Add language to the Resolution and Recommendations to clearly indicate that the above adoption process is followed to ensure compliance with land use requirements.

- b. That Metro and Washington County not undertake the above mentioned land use planning for the proposed Bypass interchange at Scholls Ferry Road and Farmington Road for several years.

Response: The portion of the bypass from Highway 99W to T.V. Highway and the associated intersections are part of Stage 2. The upgrading of the intersections to interchanges at Scholls Ferry and Farmington Roads is not recommended until warranted by traffic demand, probably late in the second stage. The bypass is not effective at meeting the corridor objectives without access at Scholls Ferry and Farmington Roads (see Response to #5). An alternative was considered during the study involving elimination of access at these points and was not carried forward because it failed to divert sufficient traffic off of Highway 217. Therefore, severing access at these facilities is not a viable option. The land use and other detailed impact assessments associated with this portion of the bypass to be done as part of the EIS process (see Response to #6 and #11a), should include an analysis of interchanges/intersections at these locations.

Proposed Action: No changes necessary.

- c. That the Southwest Corridor Study recommendations recognize the possibility of strict limitations in rural land use designations in the vicinity of the Bypass.

Response: Recommendation #7 ensures that, through the land use and EIS analysis process, the decision whether or not to build the facility and its location and design decisions will represent the

least overall impact and comply with all applicable Statewide Planning Goal requirements. In making these decisions, the impacts of the facility will be considered, including potential increases in rural development to the extent of requiring a Goal 14 UGB Amendment or Exception. In response to this evaluation, provisions for stricter rural limitations will be provided to the extent necessary to comply with the LCDC Administrative Rule on Goal 14 Exceptions.

Proposed Action: No changes beyond those already proposed for Recommendations #4 and #7.

12. The written testimony from the Department of Environmental Quality included the following concerns:

- a. That the land use planning be completed prior to an amendment to the RTP to include the Bypass.

Response: (See Response to #11a.)

Proposed Action: No further changes necessary beyond those already proposed.

- b. That the Southeast Corridor Study and Sunset LRT Study be completed before amending the RTP to include the Bypass.

Response: The issue of priorities among planned improvements is most pertinent in a fiscal decision-making process. There is no funding commitment associated with the Recommendations. The functional planning relationship among the various "corridor studies" such as the Southwest, Southeast, US/26 to I-84 Connector, and Sunset LRT PE, is already in place and compatible, in that the same base data, models, population and employment projections, etc., are used, and the planning policies established in the RTP direct the activities.

Proposed Action: No changes necessary.

- c. That there be additional assessment, at a later date, of hydrocarbon emissions taking into consideration land use impacts and updated emission factors.

Response: In July 1982, the Oregon State Implementation Plan for ozone was adopted. This plan contains a provision allowing for a certain amount of industrial expansion (or for new industries to enter the region) without requiring the firms to purchase costly "emission offsets." This provision has commonly been called the ozone "growth cushion."

Over time, the amount of industrial growth allowable in the ozone growth cushion is projected to become even greater as the emissions from mobile sources decrease. (This decrease will continue at least through the year 2005 because of fleet turnover and will result in highway source emissions being approximately 22 percent of total

regional hydrocarbon emissions.) Because each alternative analyzed in the Southwest Corridor Study resulted in basically the same level of hydrocarbon emissions, there is no impact on the magnitude of the ozone growth cushion attributable to any of the alternatives.

Metro will update its air quality evaluation as required by DEQ with the revised emission factors and year 2009 population and employment factors as they are available.

Proposed Action: No changes necessary.

- d. That there be a more thorough water quality impact assessment before consideration of an RTP amendment for either the Bypass or the Sunset/217 Alternative; this should include primary impacts on runoff from the roadway itself and secondary impacts from growth induced by the roadway (induced growth that is already provided for in local comprehensive plans as well as induced growth that would be more than that currently provided in local comprehensive plans).

Response: The detailed facility-specific water quality impacts are most appropriately evaluated during the EIS process when the necessary level-of-detail data is available (see #11a). To the extent the evaluation of secondary impacts is required by agencies with jurisdiction over the project, these impacts will be considered in the EIS.

Water quality impacts associated with any secondary growth induced beyond that now planned for in the local comprehensive plans will also be addressed as part of the Goal 14 analysis called for in Recommendation #7.

Proposed Action: No changes beyond those already proposed necessary.

13. The written testimony from 1000 Friends of Oregon included the following concerns:

- a. That a determination of whether the Bypass complies with Statewide Planning Goals be made before the RTP is amended to include the project.

Response: (See Response to #11a.)

Proposed Action: No further changes necessary.

- b. That there is an inadequate documentation of assumptions used to produce the travel volumes projected for the corridor.

Response: The basis for the year 2005 region-wide population and employment forecasts used in the analysis is documented at length in A Population and Employment Forecast to 2005 (Portland Metropolitan Area) published by Metro in 1984. These forecasts were adopted by

the Metro Council (Resolution No. 84-497; September 25, 1984) for use in all Metro transportation planning studies and are based on recent trends ('80-'84) that include the effects of the recession as recommended by 1000 Friends of Oregon.

The base travel patterns and trip-making demand associated with these population and employment levels is documented specifically for the Southwest Corridor in the Southwest Corridor Study Baseline Data Report published in September 1986.

Proposed Action: No changes necessary.

- c. That the forecast travel demand is based on excessive levels of employment in Washington County relative to the rest of the region.

Response: The employment forecasts for Washington County are consistent with an existing region-wide year 2005 forecast (see Response to #13a). These forecasts are independent of vacant land estimates except in the fact that the holding capacity associated with the vacant land estimates serves as an ultimate cap on the amount of growth that can be forecast for a particular area. The resultant forecasts for Washington County are significant (+112 percent from 1983) but represent only about 37 percent of the total forecast for the SMSA to 2005.

Proposed Action: No changes necessary.

- d. That the traffic volumes used in the study do not adequately reflect a land use pattern predicated on people working close to where they live.

Response: The model accounts for commuting preferences, taking into consideration the population patterns and the location of employment opportunities which are planned to be available. The resultant traffic volumes are predicated upon satisfying the commute trips in as short a distance as possible but recognize that some longer commutes will occur throughout the region due to the range of employment opportunities available.

The traffic forecasts used in the UGB Findings adopted in the Bethany decision were the same model assumptions as in the Southwest Corridor Study, which also indicates the need for a Western Bypass.

Proposed Action: No changes necessary.

- e. That Metro staff should conduct the land use analysis in Recommendation #7 in order to assure a regional perspective.

Response: Metro's participation in the process specified in Recommendation #7 and any subsequent actions pursuant to that analysis will be done within a regional perspective and based on staff work sufficient to support those actions.

Proposed Action: No changes necessary.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 87-763
SOUTHWEST CORRIDOR STUDY)	
CONCLUSIONS AND RECOMMENDATIONS	)	Introduced by the Joint
	)	Policy Alternatives
	)	Committee on Transportation

WHEREAS, Metropolitan Service District Ordinance No. 82-135 adopted and Ordinance No. 83-161 amended the Regional Transportation Plan which identified the transportation deficiencies in the Southwest Corridor as an outstanding issue; and

WHEREAS, The Regional Transportation Plan called for an examination of highway and transit improvement strategies to resolve this issue; and

WHEREAS, The Metropolitan Service District, Oregon Department of Transportation, and the affected local jurisdictions have cooperatively conducted a major study of alternative transportation strategies in the corridor; and

WHEREAS, The study produced the conclusions and recommendations as set forth in Attachment "A"; and

WHEREAS, These conclusions and recommendations have been approved by the Southwest Corridor Study Technical, Citizen and Policy Advisory Committees; and

WHEREAS, These conclusions and recommendations have been reviewed by several community organizations and affected citizen groups in the corridor as well as supported by testimony taken at a public hearing on the study; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District adopts the Southwest Corridor Study Conclusions and Recommendations contained in Attachment "A" and directs staff to incorporate appropriate portions into the ordinance to update the Regional Transportation Plan.

2. That the Council of the Metropolitan Service District directs staff to prepare an intergovernmental agreement with Washington County specifying the process and time frame to resolve the land uses issues as specified in Attachment "A" to be adopted by both parties and appropriate portions to be incorporated into the ordinance update to the Regional Transportation Plan.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1987.



Richard Waker, Presiding Officer

AC/gl
7024C/496
05/14/87

ATTACHMENT A

SOUTHWEST CORRIDOR STUDY CONCLUSIONS AND RECOMMENDATIONS

The western portion of the Portland metropolitan area is a major growth area. Together with steady growth in downtown Portland, severe traffic pressures will be placed on virtually all of the transportation system, particularly in the regional travel corridors. Transportation improvement is an essential prerequisite to supporting this growth. Without adequate improvement to the transportation system, unacceptable levels of traffic congestion will develop, access to job and labor force markets will deteriorate, neighborhood traffic problems will grow and ultimately economic growth will shift, to some degree, to other more attractive locations both within the Portland area and elsewhere.

The most cost-effective method of serving this growth is through a combination of transit service expansion and improvement to both the regional freeway and arterial systems and local road network. This report presents a comprehensive transit and highway improvement program for the Southwest Corridor area. Parts of the needed improvement program are recommended as additions to the Regional Transportation Plan (RTP); other parts are already reflected in the Plan.

Transit expansion is most critical in the I-5 and Sunset corridors to improve accessibility to job centers in downtown Portland and along the Highway 217 corridor. Transit expansion is important for the dual purpose of providing access to certain job locations plus ensuring that the highway system functions adequately so that accessibility to other locations via the automobile can be improved. To meet these transit objectives, service expansion throughout the Westside is necessary, together with the associated capital improvements to support the service expansion, including new transit centers, park-and-ride lots, fleet expansion and consideration of construction of the Sunset LRT.

Improvement to the regional highway system is needed in two major radial corridors, Sunset and I-5, and in two major circumferential corridors, Highway 217 and the Western Bypass. These improvements entail a package of capacity increases, interchange improvements, operational improvements and construction of new facilities to serve existing and projected traffic demands. In addition, improvement to the local road network is needed throughout the area to serve local circulation requirements and subregional travel movements and to provide access to the regional highway network.

The most significant issue associated with improvement to the highway system that was addressed by this study is the question of whether or not a Western Bypass is needed to serve the future development of the adopted local comprehensive plans as well as the effect this decision has on the scope of regional improvement needed

to the Sunset Highway, Highway 217 and other routes in the system. However, the vast majority of the proposed highway improvements are not affected by the Bypass decision and should be implemented regardless of the final conclusion on the Bypass. This includes a large number of improvements to the major state highways and city and county roads for which the scope of improvement is the same under any circumstance. Two areas addressed by this study will be addressed further at a later date: Tualatin Valley Highway from Beaverton to Hillsboro will be addressed by an ODOT reconnaissance engineering study and the Macadam corridor and Willamette River crossing south of downtown Portland will be addressed by Metro's Southeast Corridor Study.

The following conclusions about the Western Bypass itself can be reached:

1. The Western Bypass would produce several areas of improved service that would not occur through improvement to other facilities in lieu of the Bypass. In particular:
 - Travel times between the Tualatin-Sherwood area and the Hillsboro-Aloha area would be significantly better, thereby improving access to job and labor force markets for these areas;
 - Access from the developing Sunset corridor to I-5 (near Tualatin) -- the major highway serving the full length of Oregon -- will foster further economic expansion in this area.
 - Better traffic relief through the South Beaverton and South Tigard neighborhoods would be realized with the Western Bypass as compared to upgrading Highway 217 and the Sunset Highway.
 - T.V. Highway (between Murray Boulevard and 219th Avenue) would operate at a better level of service with the Bypass than without by allowing traffic to be dispersed west of the most congested segment at 185th Avenue. Further analysis will be conducted by ODOT's reconnaissance engineering study.
2. If a Western Bypass is built within the next 20 years, some improvement to Highway 217, the Sunset Highway and Highway 99W can be delayed and, with it, the \$17.7 million required for these improvements can be deferred.
3. The cost of the Western Bypass (\$150 million total cost from I-5 to the Sunset Highway) is not an inherent impediment since it can be divided into as many as seven different operable stages which can be implemented over an extended period of time as financing becomes available. With this approach, the project can be divided into increments costing between \$6.6 million and \$53.5 million,

thereby making it possible to program the project over time. The two primary phases for the Bypass are 1) from I-5 to Highway 99W, and 2) from Highway 99W to the T.V. Highway. The remaining phases involve addition of interchanges to the facility and improvements to Boones Ferry Road and 219th/216th/Cornelius Pass Road. The first phase (from I-5 to Highway 99W) would provide an operable facility providing a new connection between two state highways and, therefore, could be developed as an independent project or jointly with the remainder of the Bypass.

4. If sufficient financing is not available, a portion of the Bypass can be delayed (with a deferred cost of \$70 million) and, instead, further improvement to Highway 217 and Sunset Highway (\$17.7 million) could be implemented. The alternative of further improving Highway 217 and Sunset Highway would provide an acceptable highway system for the next 15 to 20 years in the event the Bypass cannot be fully implemented within that time. However, beyond 2005, the Bypass is needed to serve the full development of Washington County's Comprehensive Plan.
5. Land use issues regarding consistency of the Bypass with rural land uses need to be resolved before the Bypass can be constructed. These issues are most significant in the Highway 99W to T.V. Highway segment where significantly improved accessibility is provided. However, this segment is not immediately required to correct existing and short-term transportation problems. Furthermore, the Bypass is intended to serve currently planned regional travel needs rather than open up new areas for urban development. The Bypass is proposed as a limited access facility to minimize development pressures and does not rely on expansion of the Urban Growth Boundary (UGB) to efficiently utilize the facility.
6. The most appropriate location for the Bypass is from I-5 north of Norwood Road to the Sunset Highway at Cornelius Pass Road. Alternative locations for the southern terminus at Stafford or Boeckman are not preferred because they are too far out of direction for the majority of users. Alternative locations for the northern terminus at Murray Road, 185th Avenue or west of 219th are not preferred due to cost, impact and inadequate traffic service.

Recommended Actions

1. Amend the RTP to include the highway improvements identified on Maps R1 and R2. Map R1 depicts the general Western Bypass Corridor (alignment to be determined) and highway improvements directly affected by the Bypass. Map R2 depicts the remainder of the required highway improvements (a portion of which is already included in the RTP --

the remainder must be added; see pages 11-14 for details). As a prerequisite for construction of any highway improvement in the RTP, a final build/no-build decision must be made based upon environmental and other impact assessments, preliminary engineering (PE), design and locational determinations and citizen involvement. An alternative to consider construction of the Bypass from T.V. Highway to Sunset Highway as a limited-access facility rather than a five-lane arterial will be considered during PE. These components are the responsibility of the implementing jurisdiction and are not RTP decisions.

2. The overall program should be staged over time as financing becomes available with priority placed on those improvements that correct the most immediate problems. Presented in Section VI of this report is a Staging Plan to provide guidance on which improvements are most critical to correct existing and short-term problems and which can be deferred. The plan is simply a guideline and actual funding decisions that are made over time will need to consider up-to-date information on funding availability and the rate at which development creates the need for the improvement. The Staging Plan concentrates on the regional highway system and does not fully present when improvements are needed on the local, collector and minor arterial parts of the highway system. These improvements are more directly required to serve surrounding development and should be implemented by the local jurisdictions as those developments occur.

In addition, a Staging Plan is presented for both the "Bypass" and "Highway 217/Sunset Highway" alternatives -- both of which have a common Stage 1. If funding does not become available for the full Bypass, there is the opportunity to shift to the Highway 217/Sunset improvement for an interim period. As such, ODOT should identify areas where right-of-way would be needed for the Highway 217/Sunset Highway alternative and, together with the local jurisdiction, take action to protect the right-of-way from encroachment from development.

3. Elements of this improvement program are eligible for available funding from federal, state and regional sources. However, decisions to fund these improvements will be made in accordance with regional priorities established through JPACT and by the responsible funding agency taking into consideration needs throughout the region.
4. Washington County should begin PE on the Western Bypass. The PE and Environmental Impact Statement (EIS) preparation to be conducted in the bypass corridor shall include

an examination of alternative alignments (including utility rights-of-way); potential impacts to designated natural and other resources; water quality in the impact area; and the land use issues specified in Recommended Action #7. Map R1 indicates the general corridor in which alignment alternatives will be examined. In addition, ample opportunity should be provided for citizen participation and input into the location, design and build/no-build decision-making process.

5. Amend the RTP to add a transit trunk route on I-5 to the Tualatin Transit Station as reflected in Map R3. Consider reserving right-of-way as part of the proposed Western Bypass to allow for future transitway construction. (The balance of the transit improvements identified on the map are already included in the RTP.)
6. Tri-Met and the affected local jurisdictions should implement the already funded bus transfer stations and park-and-ride lots as expeditiously as possible. Service expansion is subject to funding availability and regional priorities. Construction of the Sunset LRT is subject to further analysis and adoption of a financial plan.

However, in accordance with previously adopted policy, PE on the Sunset LRT can proceed with available funds from UMTA to prepare for a construction decision at a later date.

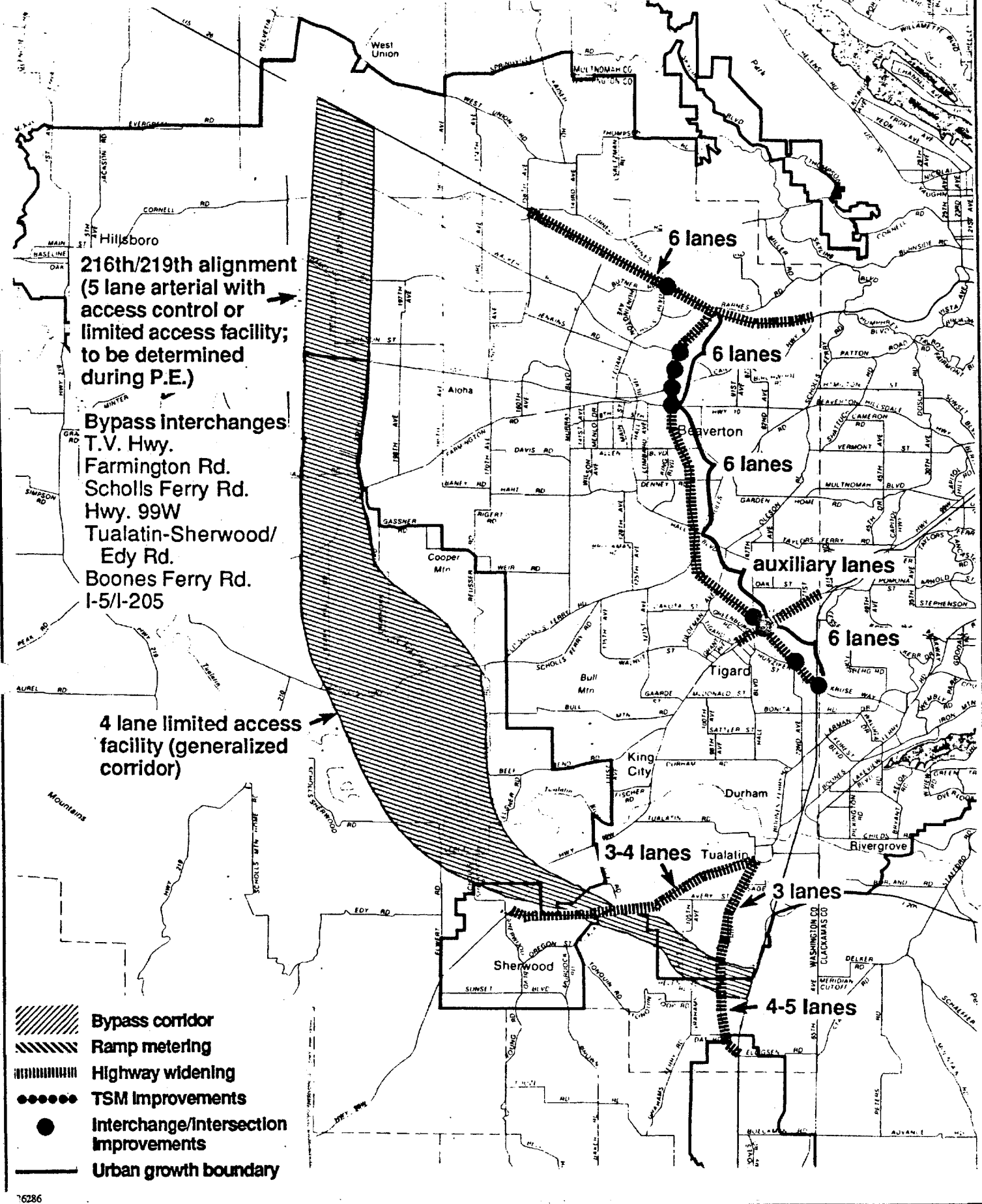
7. Metro and Washington County should execute an interagency agreement defining the process for ensuring consistency of the Bypass with local comprehensive plans and state land use policies. Such a process would entail the following steps:
 - a) Consistent with local, regional and state policies, Washington County should determine:
 1. If and where expansion of the UGB is recommended;
 2. If and where exceptions to Goals 3 (Agriculture), 4 (Forest), 5 (Resource) and 14 (Urbanization) are necessary; and
 3. Where none are necessary.
 - b) Washington County and Metro will compile documentation required by local, regional and state policies to support necessary amendments and/or Goal 14 exceptions to the UGB.

- c) Metro will consider adoption of necessary UGB amendments and/or Goal 14 exceptions. Any UGB amendments proposed as a result of this process will be distributed to JPACT for review.
- d) Washington County will compile documentation required by state, regional and local policies to support necessary exceptions to Goals 3, 4 and 5.
- e) Washington County will consider adoption of necessary exceptions and changes to land use designations and other actions as needed for goal compliance.

This process will be undertaken immediately upon adoption of the RTP amendment to ensure that compliance with land use requirements will be made in a timely manner. If at the conclusion of this process, it is found that the Bypass cannot comply, an RTP amendment will not be necessary to remove the Bypass. A process will begin to address the problem in some other manner. Conclusion of this process to satisfactorily establish consistency of the proposed Bypass with comprehensive plans is necessary before the EIS required for the project can be published. Documentation and actions produced through this process will provide input to the EIS. The land use decision to build the Bypass will not be made until this process is completed.

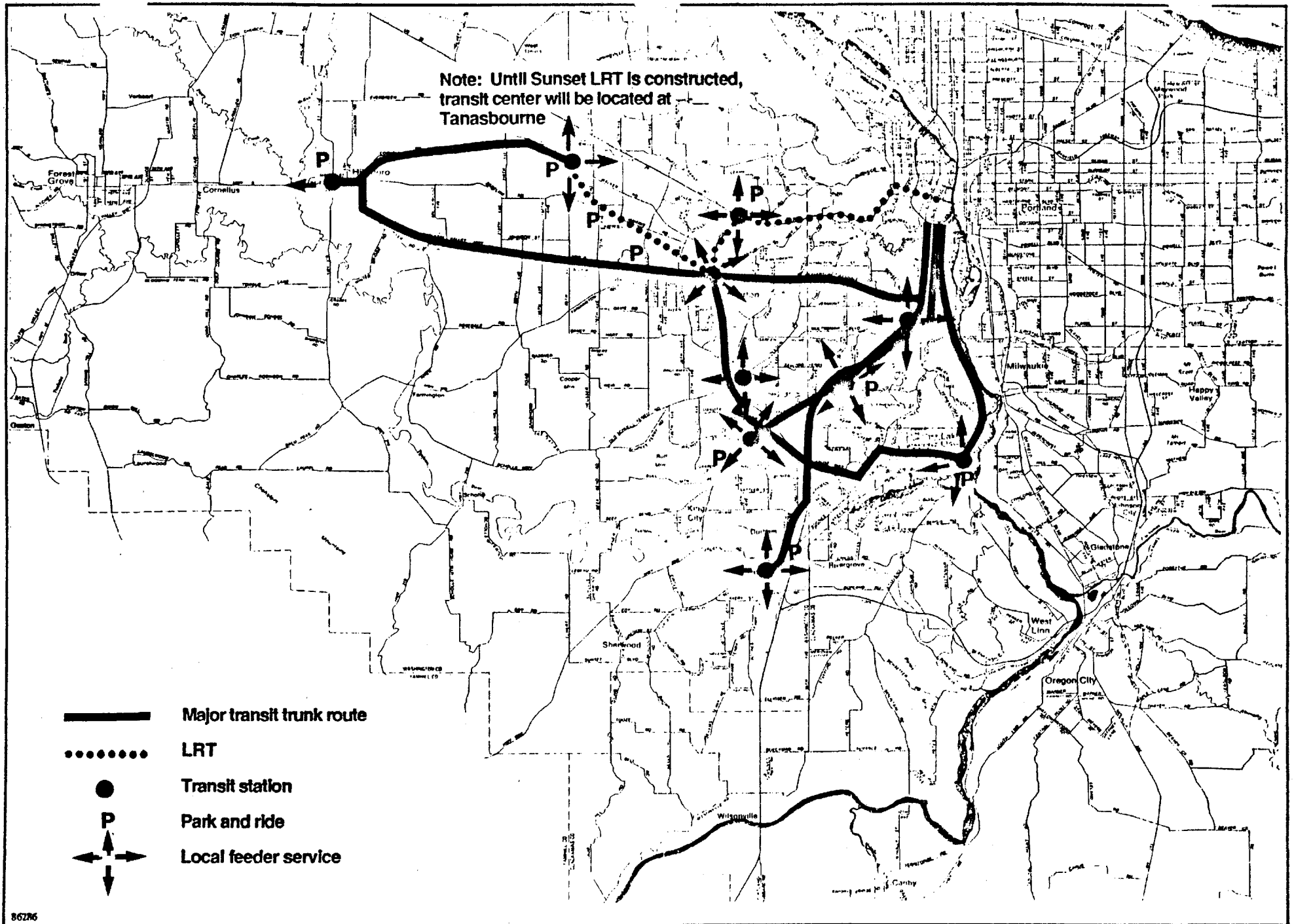
Comprehensive Plan consistency for the Highway 99W to T.V. Highway segment is more significant than for the I-5 to Highway 99W segment. As such, the two segments could be separated and implemented as two separate projects with the I-5 to Highway 99W segment coming first. Although the two segments should be designed to be compatible with one another, the I-5 to Highway 99W segment would provide a logical, operable facility by itself in the event the remainder is not built. Upon amendment of the RTP, preliminary engineering and preparation of a Draft EIS for the I-5 to Highway 99W segment could proceed immediately. However, preliminary engineering will not proceed on the Highway 99W to T.V. Highway segment until compliance with land use requirements can be demonstrated. There will, however, be additional engineering and environmental reconnaissance in support of the land use process.

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METRO Southwest Corridor Study Figure R1

Recommended Projects for Western Bypass Alternative (Part 1)



86276

METRO

Southwest Corridor Study

Recommended Westside Transit Trunk Route System

Figure R3



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503-221-1646

Memorandum

Date: May 27, 1987

To: Metro Council

From: *AK* Andrew C. Cotugno, Transportation Director

Regarding: Resolution No. 87-763 for the Purpose of Adopting the Southwest Corridor Study Conclusions and Recommendations

Additional letters of comment have been received on the proposed Southwest Corridor Conclusions and Recommendations beyond those addressed in the Staff Report. The comments and responses are as follows:

1. The Western Bypass is not justified in terms of construction cost and impact on the community; instead, a system of improvements to the existing system and construction of the Sunset LRT should be pursued.

Response: The proposed RTP amendment includes improvements to the existing system, Sunset LRT and the Western Bypass to meet the total transportation needs of the area. The alternative of not building the Western Bypass was considered and would involve substantially more improvement to Highway 217, Sunset Highway, Highway 99W and Tualatin-Sherwood Road with greater community impact and less transportation benefit.

2. The recommendation on the Western Bypass does not consider the impacts of secondary growth that would be induced by the facility, particularly that outside the Urban Growth Boundary.

Response: The Bypass and the balance of the recommended transportation improvements are required to serve development already called for in adopted local comprehensive plans. This action to amend the Regional Transportation Plan would recognize the need for this facility subject to satisfactorily meeting land use requirements. At the conclusion of the land use planning and decision-making process called for in the resolution, if the Bypass is found to not comply with land use requirements, it will automatically be dropped from the RTP (another RTP amendment to remove it will not be necessary). How to address potential secondary land use impacts will be considered in the land use planning work program called for in this resolution.

3. Metro should consider an alternative to the Bypass and 217/Sunset alternatives involving an LRT facility from Hillsboro to Tigard or Tualatin connecting into the Sunset LRT via a tunnel to downtown Portland. Such a study should be undertaken after calibrating the travel-forecasting models to higher ridership success of MAX.

Response: The Southwest Corridor Study considered an alternative which included LRT from Hillsboro to Tualatin connecting into the Sunset LRT via a Sunset Highway alignment. As described in the report, the ridership potential in the circumferential corridor from Hillsboro to Beaverton to Tigard to Tualatin was not sufficient to substantially reduce the need for highway expansion on Highway 217 and/or the Bypass. Consideration of a tunnel option for the Sunset LRT connection to downtown Portland could increase ridership in the radial corridor between Washington County and Portland but would not significantly alter ridership potential within Washington County. In addition, calibrating the travel-forecasting models to reflect the higher ridership success of MAX would primarily alter the forecasts for non-work travel. Peak-hour, work trip estimates are consistent with MAX ridership patterns.

Neither the tunnel change, nor the MAX ridership change, would significantly affect the conclusions reached for the peak-hour circumferential travel market served by Highway 217 and the Western Bypass.

4. An alternate resolution was submitted calling for development of a Highway 217 LRT alternative to be compared to the Bypass and 217/Sunset alternatives.

Response: Adequate consideration of a 217 LRT alternative has already been given indicating that it is not a viable substitute for Highway 217 or Bypass construction.

5. The RTP should require that a transit funding solution be in place before highway projects are implemented.

Response: Both transit and highway funding are insufficient to meet the needs, requiring frequent consideration of priorities before funding is committed. This action defines the overall transit and highway plan from which priorities can be established.

6. There is no clear definition of the problem that needs to be solved and no clear linkage between the problem and the recommended solution. The recommendations are strictly an extension of current trends.

Response: The Southwest Corridor Study Baseline Data Report was published specifically to document the nature of the problem to be addressed in the study. It included forecasts of population and employment growth, resulting travel growth and an assessment of the ability of the transportation system to accommodate the growth. The analysis is based upon a computer travel-forecasting model that was calibrated by reproducing existing travel patterns from surveys and counts. The extension of the forecasts into the future is based upon implementing land use patterns defined in local comprehensive plans and is sensitive to differing levels of congestion, gas price, parking cost, level of transit service available, transit fare and other factors shown to affect the individual's travel behavior in this region.

7. Based upon state land use requirements, an alternative outside the Urban Growth Boundary should not be selected strictly because farm land is lower cost than an alternative inside the UGB.

Response: The recommended alternative includes the Western Bypass because it is preferred based upon a number of factors, including its ability to serve the full development of Washington County's Comprehensive Plan, provision of a higher level of accessibility in the Tualatin-Hillsboro corridor, reduction of neighborhood traffic problems, community impacts and cost.

ACC:lmk

DATE

5-14-87 - 7:30 a.m.

NAME

AFFILIATION

M- <u>Linda Allison</u>	<u>Tri-Met</u>
M- <u>Tom BRIAN</u> (Hwy 102)	<u>Cities of Washington County</u>
M- <u>Bob Bohman</u>	<u>ODOT</u>
M- <u>George Dan Bergen</u>	<u>MSD</u>
M- <u>Paul L. Brown</u>	<u>Metro</u>
M- <u>Bonnie Hays</u>	<u>Washington County</u>
M- <u>Ron Thom</u>	<u>Cities of Clackamas County</u>
EO <u>Mark Green</u>	<u>Metro</u>
M- <u>RICHARD WAKER</u>	<u>METRO</u>
S- <u>Andy Co. Brown</u>	<u>Metro</u>
S- <u>Richard Brandman</u>	<u>Metro</u>
M- <u>Pauline Anderson</u>	<u>Multnomah County</u>
M- <u>LEO ANDERSON</u>	<u>Port of Portland</u>
M- <u>Earl Blumenauer</u>	<u>Portland</u>
G- <u>DAVE CAPPS</u>	<u>TRI-MET</u>
G- <u>Bob Post</u>	<u>" "</u>
M- <u>Ed Lindquist</u>	<u>Clackamas County</u>
G- <u>Ted Spence</u>	<u>ODOT</u>
G- <u>Howard Harris</u>	<u>PER</u>
G- <u>Gil Maugrey</u>	<u>Resource Center</u>
G- <u>BOBE WARNER</u>	<u>WN. COUNTY</u>
G- <u>Rick Kuehn</u>	<u>ODOT</u>
G- <u>RICHARD N. ROSS</u>	<u>CITIES OF MULTNOMAH CO.</u>

COMMITTEE MEETING TITLE

JPACT

DATE

5-14-87

NAME

AFFILIATION

M- Mary Jane D. Schuch

City of Troutdale

G- JIM HOWELL

CITIZENS FOR BETTER TRANSIT

G- Peter F Foy

CEIC

S- Jill Hinchley

Metro

G- WE Stark

Wilsonville Mayor

S- Vickie Rocker

Metro

G- Doug Allen

Citizens For Better Transit

G- Gary S Panovich

Clackamas County

S- Cathy Thomas

Metro

S- Bill Potts

Metro

G- Mike McKillip

City of Tualatin

S- John Cullerton

Metro

S- Karen Shackleton

Metro

S- Robert Hart

Metro

G- Lee LaFontaine

Public Transit Div.

Med. Dr. Dee Harrington

The Oregonian

Med. Dr. Keith Buckingham

Twin Publications

G- Bebe Rucker

Port of Portland

G- Jessie Labaree

Muller Co

G- Steve Dotterer

City of Portland

G- Brent Curtis

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